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CARVING SETS

We invite your attention to our line of English Carving Sets made with splendid Sheffield steel blades and fitted with Ivory and Buck Horn handles

\$4.50 to \$30

The range in price is from \$4.50 to \$30.00, and you are assured of good value at whatever price you purchase.

Challoner & Mitchell

Diamond Merchants and Jewellers.

1017 Government Street Victoria, B.C.

The Store That Serves You Best

CHEESE TO PROMOTE EPICUREAN ENTHUSIASM

MACLAREN'S IMPERIAL, per pot, 50c and.....	25c
ROQUEFORT, per pound.....	60c
ENGLISH STILTON, per pound.....	60c
GORGONZOLA, per pound.....	50c
LIMBERGER.....	50c
SWISS, per pound.....	50c
EDAM, each.....	\$1.00
CAMAMBERT, each.....	35c
NEUFCHATEL, each.....	10c
GERMAN BREAKFAST CHEESE, four for.....	25c
SAP SAGO CHEESE, each.....	15c
PARMESAN, per bottle.....	25c

SPECIAL "BAIT" TODAY
CANADIAN CHEESE, per pound:..... 15c

DIXIE H. ROSS & CO.

Independent Grocers and Liquor Merchants
1317 Government Street Tels. 52, 1052 and 1590

Now for that new pair of—

KICKS

We are importers and are showing the newest designs in Up-to-Date

FOOTWEAR

McCandless Bros. & Cathcart

555 Johnson Street, Victoria

Discernment in the matter of beverages is a recognized attribute of first-class clubs—and is reflected in the club preference for White Rock. Satisfying in its every use is White Rock—makes still wines effervescent; makes liquors salubrious; makes soft drinks delicious. A table water, pure, smooth and palatable. Served and sold everywhere. Your dealer can supply you with a case for home use. White Rock is absolutely pure, and well worth the small extra expense. Insist upon being supplied with White Rock. Pither & Leiser, wholesale agents, Victoria and Vancouver.

TIES REQUIRED BY G. T. PACIFIC

Tenders Asked For Supply of 300,000 Needed on First Hundred Miles

CONSTRUCTION IN HASTE

Rapid Progress With Work of Preparing Prince Rupert Townsite

Vancouver, March 1.—C. A. McNicholl, purchasing agent of the Grand Trunk Pacific railway, with headquarters in this city, is calling for tenders for the supply of 300,000 cross and switch ties and 4,000 telegraph poles for use on the first 100 miles section between the terminus and Kitsilano canyon, on the Skeena river. Vancouver as well as up-country firms have been invited to submit bids.

Mr. McNicholl stated today that delivery this summer will be required, owing to the intention of the company to rush construction without a moment's delay. He is confident that the coast section to the canyon will be built and in operation early next fall.

Prince Rupert is showing healthy activity, and is fast being transformed into a smart town, owing to the good progress being made by Sol Cameron, the contractor in planning and road-making, says Mr. McNicholl. The installation of a sewerage system has just been started by Mr. Grant, who recently secured the contract.

In order to provide for the immediate requirements, the railway company has just established a pump-out plant at Hays creek, near Prince Rupert, and is building two storage tanks each with a storage capacity of fifty thousand gallons.

COPPER IN DEMAND

Large Foreign Orders in Course of Negotiation, and Advance in Price Expected

New York, March 1.—Reports were circulated in Wall street today of an advance in the price of copper, but the advance was not officially announced. Representatives of the leading copper-producing interests reported a better demand for the metal, with large foreign orders in progress of negotiation. It was said that large sales were under way, chiefly to Germany, France and Belgium consumers. The price given was 15 cents, which is half a cent above last week's low quotation on the metal exchange. The domestic demand was also slightly better.

Phelps, Dodge & Co., and the United Metals selling agency, which handles the output of the Amalgamated Copper Co., declined to give actual figures. A large part of the copper metal offered for sale today is from Montana and Arizona mines. The price quoted is for April delivery. Some local and New England manufacturers were said to be in the market for immediate delivery, but at a price slightly under 15 cents.

Montreal Bank Clearings

Montreal, March 1.—Bank clearings for February were \$120,115,222, compared with \$95,031,135 in the same month last year and \$107,653,094 in 1907.

Prohibition Refused

Fredericton, N.B., March 1.—The provincial government this afternoon refused the petition of the New Brunswick Temperance Federation asking for prohibition in New Brunswick.

Resigns From Bradstreets

Calgary, March 1.—F. R. Lyne, local superintendent of Bradstreet's for the past three years, has resigned his position and will enter the wholesale produce business, having purchased an interest in the Cloy and Simmons Co.

- ### NEWS SUMMARY
- Page
- 1.—Resolution was adopted. The Duma concerned over finances. Ties for G. T. Pacific.
 - 2.—Drumhead service in the drill hall. Bill for protection of game animals. Water clauses act was taken up. People will decide about local option. General news.
 - 3.—No decision as to B. C. rates. Local news.
 - 4.—Editorial.
 - 5.—Vancouver Island and rail way development, VII. Forty years ago. About people. British opinion. The legislature. At the city hotels.
 - 6.—News of the city. Obituary notices. The weather. Tide table. The Mails, when due, when closed.
 - 7.—B. C. fruit growers are in conference. Citizens' league is against prize fights.
 - 8.—In woman's realm.
 - 9.—Sport. Abolish taxation on improvements, continued. Resolution was adopted, continued.
 - 10.—Marine. No decision as to B. C. rates, continued. Amusements.
 - 11.—Social and personal. Estimates passed by Oak Bay council. Full Court finds arbitration valid. Welshmen celebrate day of patron saint.
 - 12.—Real estate advertisements.
 - 13.—Real estate advertisements.
 - 14.—Classified want ads and real estate ads.
 - 15.—Welshmen celebrate day of patron saint, continued. The legislature, continued.
 - 16.—David Spencer Limited's ad.

Fatal Celluloid Comb.

Brantford, Ont., March 1.—The three-year-old John Flaherty, was fatally burned by a celluloid comb which caught fire while he was playing with it.

Customs Revenue Increases

Ottawa, March 1.—The customs revenue of the Dominion for February totalled \$4,113,647, an increase of \$25,000 compared with the same month last year. This is the first increase shown for more than a year.

Dr. Chevrier Will Run

Ottawa, March 1.—Dr. Chevrier, who made way for Sir Wilfrid Laurier at the general election, says he will be a candidate at the bye-election for Ottawa against whomever the convention chooses.

Forfarshire Election

London, March 1.—The bye-election in Forfarshire, Scotland, today resulted in the return of Falconer, Liberal, over Blackburn, Unionist, by a majority of 2,452. The votes polled were: Falconer, 6,422; Blackburn, 3,970. The bye-election was caused by the elevation of Right Hon. John Sinclair to the peerage. At the general elections the result was: Sinclair, 6,796; Mackay Bernard, Conservative, 3,277.

Canada's Exports

Ottawa, March 1.—A statement has been prepared by the Trade and Commerce department of the exports of Great Britain, United States and Canada, which shows that whilst the exports of Great Britain and the United States during 1908 showed considerable reductions from the records of 1907, the exports of Canada were substantially ahead of all previous records. The returns are: Great Britain, 1906, \$1,827,799,973; 1907, \$2,073,370,737; 1908, \$1,835,801,051. United States, 1906, \$1,772,716,021; 1907, \$1,855,456,464; 1908, \$1,723,668,188. Canada, 1906, \$238,746,322; 1907, \$238,015,557; 1908, \$247,630,809.

IMMENSE BUSINESS IN ALBERTA WHEAT

Providing of Elevators Left to Railways—Americans Interested

Vancouver, March 1.—The Dominion government has decided to delegate to the railways the task of providing terminal elevator facilities in Vancouver to handle the coming season's export grain crop of Alberta, which, it is estimated, will reach thirty-five million bushels. This was the statement made today by John F. Langan, of Chicago, who has large interests in the Canadian Northwest.

To handle this vast volume of business, an important factor in the future growth of Vancouver, no less than thirty-five thousand freight cars will be required.

"At the recent convention in Calgary, attended by delegates from Vancouver, a resolution asking the Ottawa authorities to build the elevators here was adopted. In order to expedite matters, and before the foreign demand reached its destination through the mails, a wire was sent to Ottawa by a member of the Alberta government, asking for an immediate decision. Last Thursday night a telegraphic reply announcing that the Dominion government had decided to leave the matter in the hands of the railways was received," said Mr. Langan.

Mr. Langan went on to say, "During my stay in Chicago two members of the executive of the Chicago, Milwaukee & St. Paul railway assured me that they had formulated plans for building a line into Vancouver. My informants said they expected to have their freight and passenger trains running in here within two years at the latest."

Mr. Langan was amazed at the almost phenomenal interest shown everywhere throughout the middle states in the prairie provinces and British Columbia, both of which will secure an unprecedented number of American immigrants this spring.

Imperial Cable Communication.

Liverpool, Mar. 1.—The incorporated chamber of commerce has arranged for addresses to be delivered on the subject of cable communication with the empire by Marconi, Sir Edward Sasson and Henniker Heaton.

Inherits Large Fortune

Montreal, March 1.—J. W. Brown, a former well known watchmaker of this city, and now of Glace Bay, C.E., has just received word from his sister, who resides in London, England, informing him of the death of his mother, and that under her will and that of his uncle, he is entitled to one-fourth of their fortunes, amounting to a million and a half of dollars.

TO LOOK AT PAVEMENTS

Committee of Council to Go to Portland After Data

With the intention of getting full data on pavements, and particularly the bitulithic pavement, which was brought to the attention of the aldermen at last Friday night's meeting of the Streets, Bridges and Sewers committee, by J. Olsen, agent of Warren Brothers, Portland, a special committee of the council will go to Portland to investigate the pavement as well as other styles of pavements.

At a meeting of the city council held last evening prior to the public meeting called to discuss the water question, it was decided to send Aldermen Turner and Henderson and City Engineer Topp, to Portland for that purpose. On their report will depend to a great extent what style of pavement will be adopted here in future. There is a large amount of paving work projected in a considerable portion of the city, but if a more suitable material can be secured it is likely that it will be adopted.

Many Immigrants

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"For instance, the Empress of Ireland, due at Halifax next Thursday night, is bringing 1,217 passengers, of whom 762 are steerage, and our other boats are proportionately well filled," said Kerr.

England, he added, made it evident that there was going to be a big rush of new settlers. In addition to immigrants, the company is looking for a large traffic in people who had gone to Europe for the winter. Altogether passenger traffic prospects, Mr. Kerr said, are exceedingly brisk.

DUMA CONCERNED OVER FINANCES

Members Object to Huge Appropriation for Military Expenses

RUSSIAN CREDIT STRAINED

Vast Sums Needed for Agrarian Reform and Siberian Settlement

St. Petersburg, March 1.—The general election on the budget of 1909 began today in the Duma with a programme of speeches by the president of the budget committee, M. Alexieff, the Constitutional Democrat member, M. Spangareff, and Minister of Finance Kokovoff, which lasted throughout the entire afternoon and evening. The principal criticism was levelled against the disproportionate amount of the military appropriation as compared with that for agricultural purposes, the expensive conditions of the last loan and the absence of the strict economy which Russian finances demand.

M. Alexieff showed that expenditures had increased \$139,000,000 in the last two years, as compared with an earlier annual average of \$40,000,000. He said that 43 1/2 per cent of the budget estimates was devoted to military purposes and 12 1/2 per cent to education, agrarian reforms, etc. It would be a most urgent financial task to find money for agrarian reform, the colonization of Siberia and the improvement of the condition of workmen, particularly workmen's insurance and that other expenditures, such as for the navy and railroads, must be deferred. He called attention to the unfavorable change in the balance of trade, which he said was due to the steadily increasing imports and the falling off in exports. In conclusion he declared the death of Russian credit.

M. Spangareff pointed out that the expenditures of the minister of war and the interior and of the prison department had increased fifty per cent during the constitutional epoch, and those of the ministers of education and agriculture one half per cent. He demanded a reduction of the peace strength of the army.

Finance Minister Kokovoff in reply conceded the justice of the criticisms of the military expenditure and declared that no further allowance would be permitted. The last loan, he said, had been floated under difficulties, and with the war cloud hanging over the Balkans, delay was impossible. The terms were far better than those of the previous loan, and none could have been obtained under more favorable conditions.

The minister declared that despite the effect of the war with Japan, the internal credit and the international credit were not arising from the troubles in Morocco and the Balkans, Russian credit was now steadily improving. Foreign investors, he declared in conclusion, have confidence in the third duma, and if the duma and the administration would co-operate loyally the credit of the country would soon be restored to a condition worthy of a great state.

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ABOLISH TAXATION ON IMPROVEMENTS

Oak Bay Property Assessment Reduced—Motion Carries on Reeve's Vote

"I wish to move that 'no tax on improvements be levied or assessed for the current year'—was the surprise that Councillor McGregor submitted to the Oak Bay council at their regular session held last evening. He explained that it was seconded by Councillor Colbert and made but a few remarks in support of it at the outset. He said that he thought the time had come when such a move should be taken by the municipality. It would influence hesitating people to build in the district and would materially stimulate settlement.

For a few minutes there was a dead silence. Then Councillor Oliver remarked that he would like to hear the mover and the seconder of the motion in its support. He wanted to know just why Councillor McGregor and Colbert proposed such action.

Reasons Obvious

"The reasons are so obvious to me," replied Councillor McGregor, "that I did not consider it necessary to dwell upon them at any length." He then went on to say that the removal of the tax on improvements would attract outsiders. They would be more likely to erect large and expensive homes. He did not think that it would be advisable for Oak Bay to follow in the footsteps of certain cities to which he might refer and adopt the principle that the extent of the tax depended, largely, on the money put into houses, fences, and other improvements. As it was, a man who constructed a \$5,000 residence was fined for so doing, while he would erect himself one costing \$200 or \$300 was allowed to escape with a comparatively light assessment.

In his opinion it was important that the value of property adjoining should be recognized. As the value of the land was augmented so would the assessment increase so that, as a matter of fact, he did not think the municipality would lose anything by the adoption of such a policy. Moreover, it should be remembered that vacant land retarded the advancement of a community.

He did not contemplate the raising of the rate on land but he held that, as its value was steadily increased by the building that would be encouraged by the removal of taxation on improvements, the revenue would grow sufficiently fast to make up for the elimination of the assessment in question. There would be enough coming in to allow the administration of Oak Bay to be satisfactorily continued without the imposition of a "fine on improvements."

CITY SECURES GOOD PRICE FOR DEBENTURES

Eastern Concern Buys Large Amount at Price of 98.15

That Victoria's credit stands high is evidenced by the good price which the latest batch of city debentures has brought. Yesterday \$215,000 worth of debentures were sold to the Wood-Grundy company, of Toronto, price secured being 98.15. Seven bids were received, all from eastern financial concerns, and the prices tendered were all exceptionally good. The debentures were issued under the \$150,000 Surface Drainage Loan bylaw; the \$50,000 Sewer Loan Bylaw and the \$55,000 School Loan Bylaw. The first named bylaw was passed last year, while the two latter were passed on the date of the recent civic election.

This latest figure secured for city debentures compares most favorably with that obtained last year when \$549,000 worth of debentures were sold for 92.

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Strong Criticism

Councillor Pemberton strongly disagreed with the principle that was enunciated by the resolution. It would encourage the prospective builders to put up fine houses on 60 foot lots. This was an absurd idea of taxation. The assessment on improvements amounted to little and really made no difference. But it would do so in the future. He thought the proposal should be seriously considered before obtaining the seal of the council's approval.

As the council had been in the happy position of being able to declare a surplus last year Councillor Colbert believed that the time has come to abolish the tax on improvements. His ideas on this question were similar to those of Councillor McGregor. It houses were not assessed it would have the effect of inducing many people to make their homes in Oak Bay and that was what the district wanted.

A Wise Principle

Councillor Newton pointed out that, at present, the revenue derived from assessment on improvements was not great. It seemed to him that the issue was whether the principle that was embodied in the resolution was wise. He believed it was and would support Councillor McGregor's motion.

(Continued on Page Nine)

RESOLUTION WAS ADOPTED

Public Meeting Considers Action of Private Bills Committee

THE WATER QUESTION

Legislature to Be Asked to Re-Insert Validating Clause

A public meeting was held last evening in the city hall to protest against the position which has been taken by the private bills committee in connection with the city's bill, Mayor Hall, who was in the chair, having stated the reasons why the meeting had been called, to submit a resolution in reference to the refusal of the private bills committee to grant the city the rights in connection with the vital question of its water supply to which they considered they were justly entitled.

Mr. Taylor entered into a full explanation of the whole situation.

Certain broad and useful powers had been conferred upon the city in the acts of 1873 and of 1892, and they did not ask either for an extension of or for any alteration in these powers. For all that the city desired was to secure the re-affirmation of these powers, in order that all difficulties in the way of financing the city's project which might indeed lead to law suits, might be removed.

Mr. Luxton had, however, pretended before the private bills committee that the city was afraid of something that it was in a position to do by underhand means to avoid some difficulty, but these addresses were merely made to distract the attention of the committee as part of the methods which were being used in an attempt to filch and purloin the undoubted rights of this city, for there was absolutely no foundation for any such statement.

Notice Given

They had advertised their intentions in the press in 1903, as well as of their proposed appearance before the executive and their intentions during the present year. The private bills committee had again however refused the city's application by a vote, he understood, of 4 to 2. But nevertheless, the attempt to secure a reaffirmation of the city's rights could be renewed, and Mr. H. B. Thomson, M.P.P., had agreed, when the House was in committee of the whole, to make it fully acquainted with the city's position in the hope that justice might yet be done. And he challenged Mr. Luxton to rise and say whether there was anything unjust in this request. (Hear, hear.) But assuming that there might be room for doubt in respect to the city's rights under the acts of 1873 and 1892, was it fair for a private corporation, which was trading for gain, and for its own benefit, while the city occupied a very different position, or was it in common honesty for this company now to say that these words did not really mean what the city declared they did mean, and alleging that these words had some subtle occult signification, seek to deprive the city of rights which were secured under the acts mentioned. They were told that the rights of capital must be protected, and in reply to this argument he declared that no one could possibly respect such rights more than did the representatives of the city, but they did protest against any attempt to deprive the city of its rights by a subterfuge. It was perfectly true that the Esquimalt Water Works company had expended something like \$500,000, but it was also true that this company representatives forgot to state that the city had invested a much larger sum since the year 1873 in the interests of its population of 37,000. And it was in the highest degree absurd to place this much smaller investment on the part of a few private investors against the city's much heavier investment in the public interest. (Applause.) Nor was it fair that this private corporation should stand between the city and its legitimate extension in the way of improving its water supply or that the city should be compelled to place with them and buy them out. The citizens had already decided in favor of going to Sooke for water, and the council had no alternative other than to carry out this project. While this fact should not be forgotten, that the spirit which was manifested by this company would keep this city forever in the background, unless the citizens roused themselves and looked after their own interests. (Applause.)

The time had at last come when they could not depend upon any government for assistance, but must look after their own interests and the sooner they definitely assumed this attitude the better it would be for them, the sooner would their rights be protected, and the sooner would the full development of this city become possible. (Applause.)

Mr. D. R. Kerr stated that a year ago he had had the pleasure of proposing a similar resolution to the one which he shortly proposed to move with the view of having the city's rights established beyond all question. (Applause.) During the negotiations which had followed the session of the House last year, Mr. Ashcroft had in his report upon the subject recommended the exclusion of the company's reservoir site, and he (Mr. Kerr) perfectly agreed with the conclusion of the statement, which was issued by the government in reference to this matter. As long almost as he could remember it was generally considered that G. city could obtain its water from any place within the radius of 20 miles, but in 1892 a bill was presented to the House by Mr. Croft, he believed, to secure for the Esquimalt Water Works company the right to include Goldstream within its sphere of operations.

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Oak Bay Property Assessment Reduced—Motion Carries on Reeve's Vote

"I wish to move that 'no tax on improvements be levied or assessed for the current year'—was the surprise that Councillor McGregor submitted to the Oak Bay council at their regular session held last evening. He explained that it was seconded by Councillor Colbert and made but a few remarks in support of it at the outset. He said that he thought the time had come when such a move should be taken by the municipality. It would influence hesitating people to build in the district and would materially stimulate settlement.

For a few minutes there was a dead silence. Then Councillor Oliver remarked that he would like to hear the mover and the seconder of the motion in its support. He wanted to know just why Councillor McGregor and Colbert proposed such action.

Reasons Obvious

"The reasons are so obvious to me," replied Councillor McGregor, "that I did not consider it necessary to dwell upon them at any length." He then went on to say that the removal of the tax on improvements would attract outsiders. They would be more likely to erect large and expensive homes. He did not think that it would be advisable for Oak Bay to follow in the footsteps of certain cities to which he might refer and adopt the principle that the extent of the tax depended, largely, on the money put into houses, fences, and other improvements. As it was, a man who constructed a \$5,000 residence was fined for so doing, while he would erect himself one costing \$200 or \$300 was allowed to escape with a comparatively light assessment.

In his opinion it was important that the value of property adjoining should be recognized. As the value of the land was augmented so would the assessment increase so that, as a matter of fact, he did not think the municipality would lose anything by the adoption of such a policy. Moreover, it should be remembered that vacant land retarded the advancement of a community.

He did not contemplate the raising of the rate on land but he held that, as its value was steadily increased by the building that would be encouraged by the removal of taxation on improvements, the revenue would grow sufficiently fast to make up for the elimination of the assessment in question. There would be enough coming in to allow the administration of Oak Bay to be satisfactorily continued without the imposition of a "fine on improvements."

CITY SECURES GOOD PRICE FOR DEBENTURES

Eastern Concern Buys Large Amount at Price of 98.15

That Victoria's credit stands high is evidenced by the good price which the latest batch of city debentures has brought. Yesterday \$215,000 worth of debentures were sold to the Wood-Grundy company, of Toronto, price secured being 98.15. Seven bids were received, all from eastern financial concerns, and the prices tendered were all exceptionally good. The debentures were issued under the \$150,000 Surface Drainage Loan bylaw; the \$50,000 Sewer Loan Bylaw and the \$55,000 School Loan Bylaw. The first named bylaw was passed last year, while the two latter were passed on the date of the recent civic election.

This latest figure secured for city debentures compares most favorably with that obtained last year when \$549,000 worth of debentures were sold for 92.

MANY IMMIGRANTS

Season Just Opening Promises to Be Exceedingly Brisk—Rush of New Settlers

Montreal, March 1.—The immigration season will open with a rush this week, and according to present indications it looks as if more immigrants will pass through Montreal during the coming week than during the corresponding period of any previous year.

"Considering that spring has not yet opened up, it certainly looks as though we are going to have a busy year in the immigration business," said Robt. Kerr, passenger traffic manager of the C.P.R. this morning.

"For instance, the Empress of Ireland, due at Halifax next Thursday night, is bringing 1,217 passengers, of whom 762 are steerage, and our other boats are proportionately well filled," said Kerr.

England, he added, made it evident that there was going to be a big rush of new settlers. In addition to immigrants, the company is looking for a large traffic in people who had gone to Europe for the winter. Altogether passenger traffic prospects, Mr. Kerr said, are exceedingly brisk.

Strong Criticism

Councillor Pemberton strongly disagreed with the principle that was enunciated by the resolution. It would encourage the prospective builders to put up fine houses on 60 foot lots. This was an absurd idea of taxation. The assessment on improvements amounted to little and really made no difference. But it would do so in the future. He thought the proposal should be seriously considered before obtaining the seal of the council's approval.

As the council had been in the happy position of being able to declare a surplus last year Councillor Colbert believed that the time has come to abolish the tax on improvements. His ideas on this question were similar to those of Councillor McGregor. It houses were not assessed it would have the effect of inducing many people to make their homes in Oak Bay and that was what the district wanted.

A Wise Principle

Councillor Newton pointed out that, at present, the revenue derived from assessment on improvements was not great. It seemed to him that the issue was whether the principle that was embodied in the resolution was wise. He believed it was and would support Councillor McGregor's motion.

(Continued on Page Nine)

W. & J. WILSON
1221 GOVERNMENT STREET

ENGLISH GOLF CAPS

New Arrivals

New Arrivals

This new shipment just placed in stock embraces the smartest and most serviceable line of Caps we have ever handled. They were made expressly for us by Tress & Co., of London, the best cap manufacturer in the world. All the new shades: Green, Brown, Olive, "Lovat" Tweed, etc

Prices: \$1.00, \$1.25, \$1.50 and \$2.00

Also the "Mascot," a new and most becoming shape—a cap that choice dressers will welcome. The new Tweed Hats with bow at back are well represented in this shipment, price **\$2.00**

WILSONS
MEN'S FURNISHERS

Tub Frocks

Spring is here and up-to-date women are selecting stylish, washable fabrics for warm weather wear. Our new stock is here; it embraces most charming materials for outing blouses and dresses:

COSTUME DUCK, navy with dots and stripes, light ground with dots and stripes, etc.; per yard15c

DIMITY MUSLINS; these pretty fancy fabrics come in dots and stripes; all the latest ideas; per yard12½c

SWISS MUSLINS, dots, per yard, 12½c, 15c, 20c and25c

INDIA LAWN, per yard, 12½c, 15c, 20c and25c

VICTORIA LAWN, per yard, 12½c, 15c, 20c and25c

NAINSOOK, per yard, 12½c, 15c, 20c and25c

KINGCOT GINGHAMS, blue and white check, pink and white check, black and white check, stripe and plain, per yard15c

BEST ENGLISH PRINTS, 32 inches wide, light and dark patterns, per yard15c

WESCOTT'S 649 YATES STREET
VICTORIA, B. C.

PEOPLE WILL DECIDE ABOUT LOCAL OPTION

Premier McBride Has Decided to Submit the Matter to a Plebiscite

Premier McBride has given an answer to the deputation headed by the Rev. Dr. Spenser which recently interviewed the government in reference to Local Option. The delegation had an interview with the executive February 2 and made a strong plea for the introduction of legislation which would result in communities being able to decide for themselves

Ten Cents

Parcels ten pounds and under delivered to any part of the city for the above small charge.

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pardoned, but "does not Dr. Carman know that for eighteen years I had in Edinburgh a suitable and honorable position under the British Wesleyan Methodist conference and that it was only at the call of the Sherbourne street church, confirmed by the action of the Free Church of Scotland, that I

whether or no the sale of intoxicating liquor should be permitted in their midst.

Mr. McBride, at the time assured the delegation, whose demands were supported by a largely signed petition, that the matter would receive the most careful consideration at his hands and those of his colleagues. As a result, he wrote to Dr. Spenser on Saturday informing him that the decision of the cabinet was that of a matter of the first importance, such as local option, the wishes of the electorate should be taken. Accordingly the question will be submitted to a plebiscite of the people.

The date of the submission and the exact form it will take have not yet been decided upon and when these details are settled further advices will be sent to Dr. Spenser.

CLERICAL CONTROVERSY

Attack of Rev. Dr. Carman on Rev. George Jackson Causes Sensation in Toronto

Toronto, March 1.—The attack by Rev. Dr. Carman superintendent of the Methodist church of Canada, upon Rev. George Jackson, of the Shrewsbury street Methodist church, has caused a tremendous sensation in the city.

In a reply to Dr. Carman in the Globe, Mr. Jackson says he regrets the terms of contempt in which the general superintendent has chosen to speak of him.

Dr. Carman, of an abused trust, a violated hospitality and what is, possibly, worse, of a "loosening of moral bonds," and "debasing the public mind," by my religious teachings. I must recognize either myself or my teachings in Dr. Carman's language. Let my brethren and members of my congregation say what I deserve."

Of the statements he made in his address regarding the creation he had nothing to retract. They were not made thoughtlessly, but deliberately and after due consideration. "But let it be noted," said Mr. Jackson, "by the whole address that I stand, not merely by the brief scraps of it that appeared in the public press."

In order to allay the uneasy minds of some for whose opinion he entertains a high regard, Mr. Jackson says he has never doubted nor called in question the inspiration and authority of the Bible.

Messrs. Simpson, Brynson & Peterson are building a very powerful harbor tow boat at Vancouver, the dimensions being 61 feet long, 15.6 feet beam, with 8 foot draft, the cost being let to A. Mesrop, whose ship-building yard is at the Rat Portage Mill. The size of the engines are 9 x 18 inches, the cylinders, with 15-inch stroke, being built by Messrs. Doty & Sons of Toronto, steam being supplied by a 7-foot x 8-inch by 8-foot 6-inch horizontal boiler with 150 pounds of working pressure.

The boat will be completed by

to here, and then, each day, he
call to the Sherbourne street church
in this city. If he had been some poor
clerical vagrant, piteously knocking at
the door of Canadian Methodism, he
says, the language might have been

1st. There is a weekly average of 450
deaths in New York city among chil-
dren under 5 years old.

What is a Turkish Bath?

It gives you the means to perspire — without perspiration
you are not in perfect health.

Several complaints can be relieved, if not overcome, by
heat, water and rubbing. There is hardly any risk of taking
cold after a properly given

TURKISH BATH

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Suits and Overcoats have just arrived. All the newest fads and fancies for the man of the period. Call and inspect this ultra-smart attire, the best ready-to-wear tailoring procurable.

Made to measure if preferred — Call here and talk it over

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The Gentlemen's Store - - - 1112 Government Street

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Important Sale of

Farm Implements, Horses, Cows, Wagons, Buggies, &c.

ON

FRIDAY, MARCH 5

2 p.m.

At our salesroom, 1314 Broad Street. Instructed by Mr. Brock, of Metcalchin, we will sell all his farm implements, etc., on above date; such as:

Mower and rake, harrow, plow, rake, spring harrow, capstan, steel wire cable, rope, logger's chain, blocks and tackle, wheelbarrow, cart, buggy and harness, garden tools, carpenter tools, black horse, also gray horse, English dog cart, rubber tyres, 2-wheel cart, pony and harness, horse, buggy and harness, Jersey and Holstein cow, cream separator, churn, set of steel-yards, platform scales, incubator and brooders.

Also his

Furniture and Effects

Besides the above there is to be other farm implements, horses, wagons, etc. A complete list will appear later. Everything will be on view Thursday afternoon; live stock Friday morning.

MAYNARD & SON, AUCTIONEERS.
Stewart Williams, 2. 2. Hardwick.

Messrs. Stewart Williams & Co.
Auctioneers and Commission Agents
Hold Sales at Private Residences by Arrangement

CITY AGENTS FOR

The Atlas Assurance Co., Ltd., of London, England.
Messrs. Courian, Babayan & Co., of Toronto.

FOR SALE PRIVATELY

A quantity of first-class Household Furniture; also a few houses and Building Sites.
Phone 1324.

DON'T LIE

Awake all night with that hacking cough. Don't suffer any longer when that unparalleled remedy, Hall's

Pulmonic Cough Cure

Will give you instant relief, followed by a complete cure. Only 50c. per bottle at this store.

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Central Drug Store
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We have several good Houses in choice locations on which we are open to part trade for good residential unimproved lots, or will sell on easy terms.

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Rummage Sale

CITY HALL

March 5 and 6

From 12 noon till 10 p.m.

Furniture, Clothing, Crockery, etc., from 25c to \$2.00

Orange Lodges Meet.

At a meeting of the L.O.L. No. 1426, Mr. E. B. Bagshaw, Master in the Orange Hall last evening, several new members were received and a considerable addition to the membership of L. O. L. No. 1610, Mr. W. C. Thompson will be made this evening.

Rev. Mark Lev Coming.

Rev. Mark Lev, of Seattle, will arrive in this city on Saturday next for the purpose of preaching twice on Sunday next, and of giving Bible readings in several of the city churches during the course of the next week. He will appear under the auspices of the Y. M. C. A. association.

Lenten Services

During the lenten season the services in Christ Church Cathedral will be held as follows: Week Day: Matins, 10:00 a.m. except Wednesday and Fridays; evensong 5 p.m. except Tuesdays and Thursdays; Tuesday, evensong and address, 8 p.m.; "The Communion service" on Wednesday, matins and litany, 11 a.m.; Thursday, evensong and address, 8 p.m.; "The Duty of Church People as regards the Faith, the Bible, Public Worship, Spiritual and Corporal Works of Mercy;" Friday, matins and litany, 11 a.m. Holy communion is celebrated upon Thursdays at 8 a.m. and on all Saints' days.

CANADIANS' RECORD

A partial summary of the games played by the Canadian curlers in Scotland with their results follow:

Glasgow, Jan. 25.—Scottish Ice club won by 9 points.
Glasgow, Jan. 28.—Canada, 112; Scotland, 70.
Glasgow, Jan. 29.—Canada, 191; West Lothian, 147.
Glasgow, Jan. 30.—Canada, 238; East Lothian, 174.
Glasgow, Feb. 1.—Canada, 106; Scotland, 77.
Glasgow, Feb. 2.—Canada, 211; Strathgairn Firth, and Endrick, 155.
Glasgow, Feb. 3.—Canada, 180; Upper Strathgairn and Central Scotland, 149.
Glasgow, Feb. 4.—Canada, 77; Perth and Dundee, 31.
Glasgow, Feb. 8.—Canada, 88; Peebles Province, 83.
Glasgow, Feb. 9.—Canada, 87; Biggar Province, 98.
Glasgow, Feb. 10.—Canada, 184; Danarkshire, 137.
Glasgow, Feb. 11.—Canada, 104; Loch Leven, 52.
Inverness, Feb. 12.—Canada, 105; Inverness, 80.
Aberdeen — Canada, 115; Aberdeen, 97.
Glasgow—Canada, 108; Dumfriesshire, 61.
Glasgow, Feb. 18.—Canada, 131; English Province, 100.

SEED POTATOES ARE SCARCE

Place your orders at once for reserve

Rochester Rose, Early Rose, Hebron, Burbont, and other varieties.

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NO DECISION AS TO B. C. RATES

Railway Commissioners Reserve Judgment on Both Local Applications

SESSION HERE FINISHED

For C. P. R. Eastern Counsel Opposed Application of A. P. Luxton for Province

The railway commission brought its Victoria sitting to a close yesterday at 1 o'clock after having reserved its judgment on the two matters of chief local interest. No decision was given either in the Esquimalt crossing case or the question of lower rates through British Columbia. The commission refused the application of the Pacific Coast Coal Mines Ltd. for permission to run their cars along the E. & N. right of way for a distance and then to the sea on their own tracks. Leave, however, was given to cross the track by an underground crossing, which apparently will give the relief sought. From here the commission went to Nanaimo to decide one or two matters in the local City.

The commission informed Mr. Taylor, when the city's application came up in regard to the crossing at Esquimalt, that no argument was needed, as the commission had had an opportunity of examining the ground for themselves on Saturday afternoon. The plan of the ground was, however, put in. D. S. Tait, who was retained by some of the inhabitants of Victoria West, who are anxious for the crossing, made a short address. He pointed out how that the absence of a crossing made no fewer than eleven blind streets. Delivery wagons could not go across, though children were able to traverse the line by climbing the stile, with the result that the place was just as dangerous as if there were a crossing.

J. E. McMullen said the crossing was dangerous and read a former order of the commission in connection with it. No decision was given, Mr. Mabey saying that the commissioners would examine the files dealing with the matter.

The application of the deputy attorney-general for better regulations for the prevention of fires from the engines of the E. & N. was held over.

On behalf of the Pacific Coast Coal Mines Ltd., A. E. McPhillips, K.C., made application that leave be granted to build a spur from the line to the E. & N. to run over the line for three-quarters of a mile and then leave the line to proceed to the sea at Boat harbor. Chairman Mabey immediately said that the commission had no jurisdiction to grant such permission. Mr. McPhillips said that the coal company had just got a bill through the local legislature, although it had not yet received the royal assent, giving it power to construct a railway. Mr. Mabey said that would not help, as it was not a railway for the general advantage of Canada. The board had no jurisdiction. He understood that the E. & N. objected.

Mr. McMullen said that they did, but would transport the coal.

"Yes, a dollar a ton, when it would cost us 25 cents. We cannot stand for that," said Mr. Moran.

A protracted argument followed during which Mr. Mabey suggested that application be made at Ottawa to have the railway declared for the general advantage of Canada. Finally Mr. McPhillips asked if leave for the underground crossing could be obtained. This was granted, conditional on the local charter receiving the Royal assent. Plans must be filed with, and approved by, the board at the applicant's expense.

Mr. Luxton for Province.

A. P. Luxton, K.C., then rose to make application on behalf of the province that the railway rates in British Columbia be lowered. He wanted British Columbia to be placed on the same footing so far as tolls were concerned as other parts of Canada. The application was made pursuant to a resolution passed by the local house on April 5 last. He recited the Terms of Union and the various contracts and agreements entered into by the C.P.R. and the Dominion government, and then referred to the large subsidies given to the road. His argument was that these documents showed that the road was to be a national undertaking and was not to be considered in sections. Thus one portion of the line should be treated in the same way as another. The large subsidies received were sufficient compensation for the extra expense in constructing through the mountains. Moreover there was nothing to show that the mountain section cost more to operate. He could not see a dollar a ton when the tolls were reduced excepting under certain conditions, but when the general act of 1887, which applied to all railways, was passed, it was provided that tolls should not be reduced until other lines were earning 15 per cent, and the C. P. R. 10 per cent. In subsection 6 of section 2 of the Railway Act of 1887 it was enacted that no shippers should be granted a preference in any portion of the line. Mr. Luxton's contention that because this was a national railway all the tolls should be made upon precisely the same basis, and that no higher rate should be charged in the mountain section than in any other part of Canada, was without any foundation whatever in point of fact. The C. P. R. was not placed in any different category from other railways, save with this one exception, that while other roads could earn 15 per cent upon their capital, the C. P. R. company was limited to 10 per cent. The essence of the contract was that they should always charge the same tolls in the same circumstances.

They did not at all dispute the jurisdiction of the board, which had already given a decision upon similar lines in the interior rates case. Mr. Luxton: "But not from this point of view."

Mr. Chrysler replied it was true it had not then been urged that the people of this province had constitutional sanction for the contention that they should pay no higher tolls in any circumstances whatever than were charged in other portions of the country regardless of the fact that the operation of the road in this province cost more and that its value of local traffic both in the way of passengers and of freight was less than was the case in the other provinces although in as much as the board was of the opinion the people of this province were somewhat unfairly treated it had upon that occasion granted some measures of relief. This decision of the board would be found upon the 142nd page of the 7th volume of the Canadian railway cases, and

in the manner in which the work of construction had been done. This approval, moreover, seemed effectually to dispose of that part of the complaint which set forth non-construction in accordance with the terms of the contract, and the only conclusion to be drawn was that inasmuch as this portion of the road was more expensive to operate than would otherwise be the case, heavier tolls were charged. The fact was that they had constructed the road in complete fulfillment of the terms of the contract, and the government of Canada, which alone had the right to enforce the contract, had admitted this to be the case, under a solemn agreement which was confirmed by an order in council. They further contended that sec. 3, wholly apart from any acceptance and approval of the work on the part of the government did not require them to build a railway with the same grades as those which had been adopted in building the Union Pacific, for absolutely nothing having reference to grade appeared in this section, which counsel read:

"The Union Pacific, as a matter of fact, was merely an approximate standard, and the sort of standard which was meant related solely to the establishment of the quality and character of the railway; and as the grades adopted almost wholly depended upon the natural features of the country through which any railway passed these grades could in no way be properly connected with such quality and character. Further, if any limitation in the grades had been intended, such a provision would have been inserted, and even if a government grade had been entered in the contract this would not have at all meant that this grade should never be exceeded, or have forbidden the use of an extraordinary grade for a few miles when the natural features of the country demanded this concession, and which was overcome by special local means, such as the employment of double locomotives, etc. The grades which had been followed in the cases of the Northern Pacific and of the Great Northern railway as compared with those of the C. P. R., had already been found on the board's files, and could consequently be easily examined. While this difference existed in the case of the C. P. R. it had been obliged to face two high gradients in the two ranges of mountains which it crossed, while these other roads only crossed one range, the Rockies."

Mr. Luxton: "But you could have gone by the Yellowhead Pass."

No Pass Stipulated

Mr. Chrysler: Nothing at all had been mentioned in the contract in regard to going through any particular pass, or by any particular route. The company's plans had been filed and approved, and nothing further in this direction could possibly be required. Mr. Luxton had quoted clause 20 in the agreement, which stated that the tolls should be reduced excepting under certain conditions, but when the general act of 1887, which applied to all railways, was passed, it was provided that tolls should not be reduced until other lines were earning 15 per cent, and the C. P. R. 10 per cent. In subsection 6 of section 2 of the Railway Act of 1887 it was enacted that no shippers should be granted a preference in any portion of the line. Mr. Luxton's contention that because this was a national railway all the tolls should be made upon precisely the same basis, and that no higher rate should be charged in the mountain section than in any other part of Canada, was without any foundation whatever in point of fact. The C. P. R. was not placed in any different category from other railways, save with this one exception, that while other roads could earn 15 per cent upon their capital, the C. P. R. company was limited to 10 per cent. The essence of the contract was that they should always charge the same tolls in the same circumstances.

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SEPARATE COSTUME SKIRTS are most important items in the young girl's wardrobe; we gave the utmost consideration to this fact in personally selecting a very fine assortment, cut in the new style out of most durable and modish materials, which await your selection at most reasonable prices, viz.:

TWEED SKIRTS, exquisite new tweed designs, light and dark, eleven gored, with 3-inch belted fold....\$3.00

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SATIN FACED CLOTH SKIRTS, in all fashionable shades, eleven gored, front panel in button trimmed, silk fold and two rows of silk stripes, a bargain at.....\$6.00

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THE LATEST and most stylish costumes for young ladies and misses are now on view in our showroom—costumes which carry the hallmark of good tailoring combined with that air of refinement inseparable from correct costuming..... S. P. Q. R. PRICES

COSTUMES for young ladies and misses in dainty shades of self colors and exquisite self-stripes, built out of finest Panama and Venetian cloths, exhibiting the cream of the coming season's most exclusive styles from the fine, fashionable cut of the coats down to the careful finish of the button trimming on the eleven gored skirts; only.....\$12.75

A SIMILAR LINE to the above but more elaborately trimmed.....\$17.50

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THE WONDERS WORKED by Aladdin and his Wonderful Lamp are as nothing to the wonders we work on old and broken Furniture, Upholstery and Mattresses. We repair them so that they look like new goods, and at such reasonable prices, that it is profitable for you to have them fixed up instead of relegating them to the scrap heap. Have you chairs or couches that need upholstering or mattresses that need re-upholstering or mattresses that need to be made over? Then get our prices today. Phone 718 will reach us and secure prompt attention to your orders. All goods called for and delivered promptly.

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Veribrite Furniture Polish will help to make Spring cleaning easy. It works wonders on old and scratched furniture. Use it when dusting and make your home bright.

Per bottle,

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We are showing fine lines of these seasonable goods at the most moderate prices in the city. New season's goods just arrived. Come Monday and inspect our fine stock.

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Near City Hall.

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the statement of Mr. Hartwell, the board traffic officer upon the 13th page.

It was then admitted that the cost of maintenance and of operation were greater and the tolls lighter upon the western portion of the line than was the case upon the eastern sections and Mr. Hartwell had found that the figures which were supplied by the company's officials were in the main correct. The members of the board were aware that the rates were heavier and more difficult of operation in this province than was the case in the Prairie provinces and if these facts were taken into consideration the rates between Vancouver and Calgary would be found to be really lower than the rates which were charged between Winnipeg and Calgary. The finding of this board had approved of the propriety of making a heavier charge in the provinces to the east of the Rocky mountains and if it were intended to attack any particular impost, a specific complaint should be made.

The only matter however, which was now submitted to the board related to pure question of law and he believed that Mr. Luxton submitted the case in that way, contending that there was an inherent right in this province to secure exactly the same rates which were charged in the other provinces, owing to the circumstances that it appeared to have given a bonus of its own towards the construction of this railway. But this grant of land had been conveyed to the Dominion as a set-off, and not to the company nor had it in any way reached them, being still owned by the Dominion government. The question now arose, what stipulation had been made by the Dominion government and this only referred to the construction of the road within the period of ten years. And if any remedy existed in this case it concerned the Dominion government and not the C.P.R. company.

Nothing was inserted in the contract in respect to this province, nor did any limitation in reference to the levying of rates exist with this exception, that every person in the province must be placed upon the same basis. He could not understand the argument that the provincial rates restricted immigration, as the local rates had nothing whatever to do with through passenger and immi-

grant rates from Halifax and St. John and the United States, which further for the very purpose of encouraging immigration were very low and in-duced lower than was really profitable to the company. And while the rate of four cents a mile could be charged in this province this did not mean that it was always charged, as the rate, which was actually levied was in many cases probably much less. Special rates were charged in many cases, such as 1-2 cents per mile, and further the four cent rate was mitigated by many circumstances. As a matter of fact only a small number of passengers paid the full four cent rate.

While it would be difficult to ascertain the full volume of local traffic it would probably be found that 80 per cent of the tickets which were taken up here were purchased at outside points. And in many cases the local passenger traffic as compared with the total traffic of the line was really small. The population of British Columbia was largely concentrated in the mining camps in its southern sections and in the coast cities, with the result that the local traffic was very limited.

Not Different from Others.

Finally no ground whatever had been shown to support the contention that the C.P.R. stood in this province in any different position than was the case with any other railway company.

Mr. Luxton's Reply.

Mr. Luxton replied that their contention was that the very large subsidies which had been granted to the C. P. R. had been given not only for the purposes of construction but also for the maintenance and operation, and that consequently the different provinces and territories through which it ran should be placed upon exactly the same footing and have the same advantages.

Chairman Mabey—"In the Railway act and all way through it, provision is made that the railway company may vary their tariffs, although high or rates or tolls cannot be charged to different persons in the same locality in the same situation and discrimination only commences where higher rates or tolls are charged in one locality than are charged in another locality under substantially the same circumstances."

Mr. Luxton continued—"That the selection of this very difficult route the Kicking Horse Pass was made on the company's own motion and although Mr. Chrysler stated that the Yellowhead Pass was not mentioned, it would upon examination be found that this pass which permitted, he understood of a grade of one per cent was mentioned in Sec. 13, and had this pass been used the cost of the line would have probably been not more than was the case between Winnipeg and the Rocky Mountains."

Chairman—"We have to deal with conditions as we find them, and not as they might have been. For as we are travelling we perceive at almost every hour of the day that engineering mistakes have been made."

Mr. Luxton held that the board would be quite justified in not permitting higher rates to be charged here than were charged in other parts of the Dominion owing to the fact that

(Continued on Page Ten)

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Tuesday, March 2, 1909

THE WATER QUESTION

We wish to present a few points upon the legal aspect of the water question, as it is at issue just now between the city and the Esquimalt Water Works company.

The rights of the city depend upon the Act of 1873, which gives it power to "appropriate any springs, streams, lakes or bodies of water" within twenty miles of the city, authorizes it to conduct waterworks "in the city of Victoria and parts adjacent," and gives power and authority to supply the districts adjoining Victoria with water. It is claimed that the grant of these powers carries with it the obligation to supply adjacent localities with water on terms to be agreed upon, but this is not pertinent to the present discussion.

The next enactment bearing on the subject is the Esquimalt Company's Water Works Act passed in 1885. This gave the Company the right to conduct water works in the town of Esquimalt and the Esquimalt peninsula, and to appropriate within ten miles of the town of Esquimalt "the waters of Thetis Lake and Deadman's river and its tributaries."

In 1892 this Act was extended so as to be construed that the Esquimalt Water Works company was authorized "to divert and appropriate so much of the waters of Goldstream River and tributaries as they may deem suitable and proper, subject, however, to any grant of rights, privileges and powers arising under the Victoria Water Works Act of 1873."

It has been contended on behalf of the Esquimalt company that the reservation in the Act of 1892 only applies to such powers as the city had already exercised under the Act of 1873, and that the city's right to Goldstream has therefore been taken away. We submit that at the most the rights of the company under the Act of 1892 are in derogation of the rights of the city under the Act of 1873, only so far as those rights have been exercised by the company. That is, the company having entered upon the Goldstream watershed, impounded water and built flumes, the city may not under the Act of 1873, appropriate the company's works, but the moment the impounded water has passed out of the possession of the company, even although it may be upon the company's land, it may be appropriated by the city under the Act of 1873. Goldstream being within twenty miles of Victoria, the city has the right to appropriate the natural flow of the water therein, and that natural flow includes not only that which may be in the stream from time to time from purely natural causes, but any water therein, no matter if it has at some time been impounded by the company or any one else; and hence it comes under the operation of the Act of 1873. We do not think that the provisions of Section 41 of the Water Clauses Act of 1897 apply to the water after it has left the company's actual possession at the power house; or if it does, it ought not to. The company has used the water and set it free, and as it runs freely, away it is no part of "the source of supply, the records or the water works system" of the company, and the bed of the stream and the adjacent land, although owned by the company, are no part of "the lands and works connected with and appertaining" to its waterworks system. Hence if the city has the right under the Act of 1873 to take the water below the power house, the company would have no right to the bonus under Section 47 of the Water Clauses Act.

The city is asking legislation to reaffirm the powers conferred by the Act of 1873; and to this the company objects. We cannot see what reason there is for the objection, unless it is contended that the reaffirmation of the city's rights under the Act of 1873 would be construed as taking the water works system of the company out of the operation of Section 47 of the Water Clauses Act. We distinguish between the water works system of the company, as it has been established, and the rights of which the company might avail itself under the Act of 1892, but has not seen fit to take. We are neither admitting nor denying that the company's whole undertaking is not subject to the rights conferred upon the city by the Act of 1873, but are only suggesting that in our opinion, which may be worth very little, the only rights which the company can possibly claim to have acquired under the Act of 1892 are such rights as it has actually availed itself of and is at present enjoying, or as it may hereafter avail itself of or enjoy before the city has exercised its rights. When the company contends that the city's rights by the law of 1873 do not

override the company's rights conferred by the Act of 1892, we reply that, granting this to be the case, the company's rights under the last mentioned Act only extend far enough to cover what it has actually done or may do in the way of storing and utilizing water; and that the moment the water passes out of the actual physical possession of the company, it may be appropriated by the city under the Act of 1873, and that the Water Clauses Act ought not to apply in fixing the value of the company's property which the city might take for the purpose of utilizing the released water.

There are some other statutory provisions which have a bearing upon the city's rights, but they do not appear to be involved in the question now before the legislature. In our view of the case we do not see how the city will gain by the proposed new legislation anything more than it now possesses, or how the company will lose any right conferred upon it by the Act of 1892, if the new section is carefully framed. We do not think it would be fair to the company to deprive it of any rights conferred by the Act of 1892 unless it shall be shown to be in the public interest that those rights should be abridged or qualified in some way which provides for adequate compensation.

A SUGGESTION.

The Colonist is in receipt of the following letter from a correspondent whose opinions on all subjects of an educational nature are worth having. It is gratifying in the highest degree to receive such a letter. Whether the articles referred to are suitable for the purpose suggested it is not for us to say; but it is undoubtedly very desirable that the school children should be taught what their own country is like:

As one who is deeply interested in the progress of Canada, and the development of Vancouver Island in particular, may I venture to suggest that the series of articles on "Vancouver Island and Railway Development" should be utilized in the public schools of Victoria, for the instruction of the pupils.

There is nothing so amazing to the student of Canadian affairs, as the apathy and ignorance of many adults and children, regarding the potential wealth and resources of the Dominion, and what strikes the newcomer in this part of the world, is the utter ignorance of many of the Islanders concerning localities within a few hours' journey of Victoria.

While resident in France a few years ago, I took occasion to study the geography used in the primary schools, and found that it contained about seven different maps of that country, excellently drawn and printed, dealing with the economics, coal areas, military divisions and posts; railway and canal systems, etc., showing how great was the importance attached to a thorough grounding in the knowledge of "La Belle France" as compared to that of other countries.

It is only by a system of comparison that one is able to arrive at a just estimate of the enormous dowry bestowed upon the inhabitants of this gigantic province and your wonderful rich and beautiful island. Is there no wealthy citizen who will award a substantial prize for the best essay by a High School pupil on the geography and resources of Vancouver Island, as set forth in your admirable series of articles in the Colonist, a series which I have carefully read and consigned to a scrap book for further reference?

In the Republic to the south of the Dominion, there are found scores of boys and girls, who from a keen love of country prove the most excellent of unaided immigration agents, and are able to convey to every stranger within their gates and every traveler who may meet abroad, a comprehensive idea of the immense resources of their country. Would that Canadians were as well equipped with information concerning the geography and potential wealth of our Dominion!

Vancouver Island possesses natural resources which are incomparable when estimated by that of our units of Empire. Let our children be taught to compare these resources with those of other islands long developed and populated, and there will be little work left for the present Island Development League to perform.

LOCAL OPTION

It is stated that the provincial government has decided to submit the question of local option to the people in the form of a referendum. We think this a wise conclusion. The petition presented to the government was very large and representative, but something more is needed in a matter of this kind than a petition. Local option is legislation of a very important nature. Not very much difficulty is likely to be encountered in the very great majority of communities in bringing such a law into effect. People, carried forward on a wave of enthusiasm, will vote for it, but usually, when it is brought into operation, these same people will not take the steps necessary to see that the law is enforced. Hence the last stage of some communities brought under the law is worse than the first. Therefore it is in the highest degree desirable that before any such law is put upon the Statute book, there should be a strong and unmistakable expression of opinion in its favor. A Victoria despatch to the Toronto Globe, says: "There is every indication that local option will be the slogan of the Lib-

eral party in the next provincial elections." We see no reason to believe this will be the case, and it would be an exceedingly regrettable thing if it should prove to be so. The cause of temperance will not gain anything by being dragged into the mire of party politics. The presentation of the question in the form of a referendum ought to satisfy all parties, especially as it will give the advocates of the proposed measure an opportunity to demonstrate the full strength of public opinion on the subject. There are thousands of Conservatives, who favor the restriction of the liquor traffic, but if they found the question made a political issue by the Liberal leaders, they might, with good cause, doubt the sincerity of a party using a moral issue as a political stalking horse, and hence refuse to vote in favor of it. Let us have a full and free expression of public opinion in this very important proposal, without any reference to the other issues, which will necessarily arise wherever the provincial elections are brought on. If the vote or a plebiscite is pronounced in favor of local option, any government will be bound to give effect to it.

It has been said that if March comes in like a lion it will go out like a lamb. It is to be hoped this is true.

Bank clearings show an increase over a similar period last year, the building permits for the past month have broken all records, and all indications point to an exceptionally busy summer.

The Railway Commission has concluded its sittings in Victoria. The cases heard were not of a very serious character, but they were disposed of with an expedition which has elicited the most favorable comment. The chairman, Mr. Mabey, and his assistants seem thoroughly competent to deal with the important tasks with which they are entrusted.

Mr. Lancaster, M.P., wants a plebiscite to determine whether or not the Senate shall go or stay, but the House of Commons would have none of it. The House was right. The presentation of a bald question of that character would be nonsensical in the extreme. There are issues which may properly form the subject of a plebiscite, but the existence of the Upper Chamber is not one of them.

Replying to a deputation of members of the Dominion Grange, who asked that a commission be appointed to investigate combines in restraint of trade, Sir Richard Cartwright said that the remedy for the evil lay in up-rooting protection. The deputation might have replied to this that the party which assumed the reins of government in 1896 made a boast that this was going to be done. Perhaps Sir Richard has forgotten this.

A special cable to the Montreal Gazette is to the effect that Queen Alexandra has now abandoned all artificial means for hearing with which she has experimented in recent years. She informed her friends that she was now resigned to catching what conversation she could by natural means, and letting the rest escape her. It was the Queen's experience that the various mechanical devices recommended to her tended rather to interfere with than to improve her hearing.

Ald. Humber thinks that more men should be employed with the carts which are engaged in street cleaning, so as to expedite the process. Ald. Humber might go further, and urge that the liquid variety of mud should be placed in tin-lined carts. The spectacle of men attempting to load a cart with a fluid of the consistency of soup with flat shovels, affords a certain amount of amusement to the bystanders, but hardly carries out the object which the City Council has in view.

The Labor Gazette for the month of February, in its general summary of industrial and labor conditions says: "The business outlook for 1909 is regarded as decidedly more favorable than at the corresponding period of 1908, a conservative hopefulness being expressed by most manufacturers and wholesalers with regard to the immediate future. Labor conditions in British Columbia are much more favorable during the present winter than at the corresponding period of 1907-08, when large numbers of unemployed from the United States overstocked the market at Vancouver and other points.

Speaking at the annual banquet of the Ottawa branch of the South African Veteran Association, Earl Grey said there was one contribution which Canada could make to the Empire, and which would be of the utmost importance, namely, that every boy in the Dominion under the age of 13 should be given physical training, and, over that age, military drill and instruction in the use of the rifle. It is almost too much to hope that His Excellency's advice will be followed, but there can be no doubt that if it were Canadians would be a better people and the nation stronger and more capable of defence should an emergency arise necessitating a call to arms.

The Ottawa Free Press, the government organ, which is in a position to get inside information gives currency to the rumor that there is a strong probability that the Earl of Dudley will succeed Earl Grey as Governor-General of Canada. Earl Dudley is one of the most popular members of the House of Lords. He is 43 years of age and an all round good fellow. He married in 1891 a daughter of Charles Gurney, a lady of great beauty and a

charming hostess. Lord Dudley was Lord Lieutenant of Ireland from 1892 to 1906. Originally a Conservative in politics, he turned Home Ruler and is now classed as a supporter of the present government.

On another page we reproduce some press opinions respecting the plan for the creation of the nucleus of a Canadian navy suggested by Mr. Gregg, of the editorial staff of the Colonist, in an article which originally appeared in the London Times. The proposal is being widely discussed and in most instances very favorably. In this connection we may mention that in a press cable which we had from London yesterday, it was stated that the Standard urges Colonial representation on the Imperial Defence Committee, and advises Canada to take steps towards the creation of a navy of her own, as our claim to a share in the control of an Imperial defence policy will then be promptly conceded.

The Japanese ambassador to the United States has a very pretty scheme to prevent the dissemination of false war rumors. He would establish bureaus "for the diffusion of unpublished information of the most accurate and reliable information in regard to current events, as the means of rescuing the public from unnecessary anxiety." We are afraid the plan would not work. If we remember correctly, up to within a few hours previous to the attack by a Japanese fleet upon the Russian squadron in Chemulpo, the Japanese government officially and persistently denied any intention of going to war. These denials were not accepted by public opinion, which has the habit of diagnosing a situation in its own way; and usually it is not far astray. But if the Ambassador can do anything to abate the curse of yellow journalism he will be performing a real service to the world.

Mr. Joseph Martin, K.C., was the guest of honor at a non-political banquet at Vancouver on Friday evening. Among those present was Sir Charles Hibbert Tupper. The gathering took the form of a farewell to Mr. Martin, who is leaving for London, where he intends residing in future. Mr. Martin delivered a speech in which he indulged in a number of reminiscences of some unwritten history of political developments in this province during his sojourn here. The speech was interesting, not so much for what Mr. Martin said but for what he left unsaid, and the temptation must have been strong for the stormy petrel of Canadian politics to pay off some old scores. But he resisted it, and the affair was most harmonious. We are sure all classes on both side of politics, who have never doubted for a moment Mr. Martin's ability as a factor in the political life of Canada, will unite in extending best wishes to him on the occasion of his leaving to take up his residence in London.

Very gratifying indeed and highly important in its bearing upon one of the chief industries in this province is the announcement from London that at the annual meeting of the Le Roi Mining Co. the chairman said that the mine was developing encouragingly and gave promise of a more protracted and profitable existence than was ever anticipated. It is difficult to overstate the value of this piece of good news. One immediate effect should be a restoration of confidence in the minds of the British investor regarding the wealth of the mineral bodies of this province. Le Roi properties have had rather a chequered career. A very large amount of capital has been expended in their development and on occasion the outlook for adequate returns on the investment has not been of the brightest. The shareholders and the management are to be congratulated on the improved situation regarding these properties. Other companies operating in Rossland camp will, no doubt, be encouraged to continue development work.

We have already made a reference to the report of Lieut. Tyrrell at the meeting of the Dominion Rifle Artillery Association in regard to the navigability of Hudson Bay straits, and we now find in the report of the Marine section of the Marine and Fisheries department for the year ending March 31, 1908, an expression of opinion by Captain Bernier on the same question. The report states: "Captain Bernier has arrived at a conclusion, from observation and knowledge obtained from others, on the question of open navigation in Hudson strait and bay. The average time of the closing of navigation for the eastern entrance of Hudson strait is about the last of October. The closing of navigation so early is due to pack ice drifting on the coast of Hudson strait. The northern current partly enters the north side of the strait and partly closes on the Labrador coast. This fact is well established by the filling up with ice of the northern harbors and Port Burwell at the entrance of the strait, while the western part of the strait and Hudson Bay are free from ice. Hudson Bay is never frozen with the exception of a few miles around the margin. Fort Churchill is often open in the first weeks of November and can easily be kept open with a suitable icebreaker. Port Burwell at the eastern entrance to Hudson strait is described as a good harbor and with aids to navigation will eventually become a harbor of some importance or perhaps a port of call."

Enough people have gone into Gowganda to stake all the minerals between Lake Temiskaming and the north pole.

Back to 'Regular' Prices

AND now with the advent of March, out go the February Furniture Sales and back come the REGULAR prices, perhaps! You now have an excellent opportunity to figure out whether or not it was a "sale" or a "sell"—whether you saved or were "sold."

Our regular prices today are just the same as they were all through February, and just the same as they'll be all through the year; and Regular prices here mean the fairest prices at which honest merchandise can be sold in an honest business way.

No baits for the unwary, but straight business and goods of the best grade only—the business methods we have been accustomed to for almost 50 years.

Just investigate and compare the goods and prices—that's all we ask. Your own good judgment will tell you where to buy.

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In that beautiful Carlton Ware we show some handsome pieces in Salad Bowls, Cheese Dishes, Cake Stands, Tea Pots, Vases and Jardinieres. This is one of the most popular lines we show, and if you are not already acquainted with it, you should spend a moment in the China Store first time you are "down town."

SALAD BOWLS at \$5.00, \$4.00 and . . . \$3.50
CHEESE DISHES at \$5.00, \$4.50, \$3.00 and \$2.25
CAKE STANDS at \$4.50 and \$3.50
TEA POTTS at \$2.25 and \$2.00
VASES at \$9.00 and \$7.50
JARDINIERES at \$9.00

Beautiful Haviland China

Here are three GENUINE Haviland China Dinner Services—three of the daintiest services we have ever shown. And for services of such merit and such liberal proportions, we think the prices are fair indeed.

Haviland China is dear to the heart of the collector, and we were fortunate in securing for this territory the product of this excellent pottery.

It is useless to attempt a description of these dainty sets here—the only way is to come in and see and handle the dainty ware. And you are welcome.

98-PIECE SERVICE	132-PIECE SERVICE
\$50.00	\$80.00
Clusters of violets and green leaves. Matt gold band on edge and rim, matt gold decorated handles. Splendid value this.	White roses and green leaves. Heavy stippled matt gold edge and border. A very dainty service. You'll like it.
132-PIECE SERVICE \$95.00	
Heavy gold band on edge and handles, with green scroll and blue border decoration. A very handsome service.	

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Cover Your Kitchen and Bathroom Floors

When you plan changes for this Spring's clean-up, plan to put some nice, new linoleum on the floors of your kitchen and bathroom.

It is easy to keep these rooms looking bright and cheerful if you have the floors covered with coverings such as these.

When buying linoleum or oilcloth, be sure and get first quality kinds, for the extra life of such brands more than pays for the slight extra cost.

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And not the least interesting thing is the prices. The values are splendid.

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WHISKY JUGS, at, each, \$20.00 to . . . \$12.00	BOWLS, from \$40.00 down to \$6.00
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CENTRE VASES, at, each, only \$20.00	HAIR RECEIVERS, at, each \$9.00
ICE-CREAM PLATES, \$40.00 to . . . \$15.00	CLARETS, at, each, only \$16.00
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Two Dainty and Serviceable Entree Dishes

In Entree Dishes we show some splendid styles in Meriden Silver—the kind that lasts. Here are two styles to which we call particular attention—

Splendid designs, and so made that by the removal of a special handle you have two dishes instead of one. Priced at, each, \$18.00 and \$16.00

Here is another similar style, but with the addition of a divisional section of three parts. You can make two dishes from this one also. Price is \$20.00

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Forty Years Ago

The British Colonist, Tuesday, March 2, 1880.

A correspondent writes us from Salt Spring Island to state that himself and family while walking across their farm a few days ago, observed a canoe a short distance from shore, from which was presently fired a gun, the ball from which went whistling unpleasantly near their heads. In view of this outrage, and the bloody murders that have occurred recently on the island, our correspondent thinks the locality must be abandoned, unless the strong arm of the government is put forth and the savages made to feel its weight. The East Coast Indians are about the worst on the island. They have been a nuisance from the days of its first settlement down to the present time, and have destroyed more whites than all the other tribes put together—not excepting the Chilcaten outrages in the spring of 1864. They defied H. M. ships sent against them, but were only punished after a stubborn engagement with the gunboat Forward, five and a half years ago. Since that lesson was administered their open courage has been restored to them, and they have again begun to assault and murder themselves for fancied wrongs. A reservation for these rascals is needed to keep them in check.

Labor Scarce—For the information of those who systematically depreciate everything connected with this Colony and are particularly eloquent in connection with the scarcity of labor, we can state that Mr. Spence, after most persistent efforts to secure some unskilled labor at two and a half dollars a day, only succeeded in finding two in his search yesterday.

The propeller Gussie Taylor sailed from Salt Spring for Victoria direct yesterday. She should bring a heavy mail and a full freight.

About People

A desire for greater facilities for university education is manifest in Switzerland as with ourselves, and steps are being taken to raise the Academy of Neuchâtel to university rank. The cost will not be great, only about £1,000, and of this sum the State, it is proposed, shall bear £240 and the city £760. It seems that the Academy is sufficiently equipped to qualify in some faculties, but it has not the power of "hall marking," the pupils obtaining their degrees from another seat of learning. It is to remedy this anomalous state of things that it is proposed to raise the status of the Academy.—Belfast Whig.

Sir William Treloar, at the Dickens birthday celebration at Essex Hall, declared that when he was Lord Mayor he met some of Dickens's characters at the Mansion House. He often met Mr. Stiggins here, and sometimes there was a Pecksniff, and now and again a Chadband. Even Mr. Micawber was to be found. While Lord Mayor he had the pleasure of kissing a little Dickens girl, aged three, and he had just heard from Mrs. Dickens that when she went home she said, "I have been kissed by the Lord Mayor's show." When he first rode in the golden coach he felt uncommonly like the Lord Mayor's show, especially when he heard the admiring comments of the people. "E fancies 'isself, don't e?" said one lady.

The announcement of the forthcoming marriage of Lord Dalmeny to Miss Dorothy Grosvenor, says the Westminster Gazette, "is of great interest to members of both political parties and of no political party at all." Dorothy Grosvenor is the second daughter of Lord Henry Grosvenor, and is exceedingly popular in society. Her father, Lord Henry Grosvenor, has taken a part in politics. He was for some time private secretary to the late Mr. W. H. Smith, and in 1887 he contested the Northwick Division of Cheshire, but was soundly beaten by Sir John Brunner. Since that time Lord Henry Grosvenor has manifested no anxiety to enter the House of Commons.

British Opinion

The "Morning Post" says: The Government and their friends must be feeling somewhat uneasy at the growing volume of hostile criticism directed against Mr. Birrell's Land Bill. Strong and effective opposition to this measure must place an awkward obstacle in the path along which the Ministers have elected to advance. In the day of their triumph Liberal leaders pledged themselves cheerfully to relieve and assist every section of their mixed following, and those divisions of the Ministerial host whose wants have not yet received attention are not now disposed to abandon their claims. The Irish Nationalists have made it clear that their demands for new agrarian legislation must be satisfied immediately. The Government cannot afford to resist this measure. They delayed their introduction of the Irish Land Bill to the close of last Session, but they have pledged themselves to reintroduce it at the earliest opportunity. It is possible that Mr. Birrell might have passed a measure that would have created little opposition if he had cared to base his legislation on the principles that rendered the Act of 1903 so successful. The essential merit of that Act, and the great results which it has undoubtedly achieved, must be attributed to the fact that it gave effect to the understanding reached between the representatives of landlord and tenant in Ireland at the Land Conference of 1902. It is true that since then most of the Nationalists have abandoned the attitude they then adopted, and have reverted to the traditional policy of malevolent hostility to landlords and their rights. But, even if the Irish Secretary could not hope to bring the two parties together, he might in passing his measure have made some effort to study the wishes and interests of both parties. But he persistently refused to give a hearing to those who like Mr. William O'Brien and his friends tried to advocate some solution for the agrarian problems of Ireland that would be accepted by landlord and tenant. Basing his policy solely on the claims of the Nationalists, Mr. Birrell has produced a measure which has aroused very keen disapproval among the landlords and Unionists of Ireland and England. Mr. Birrell's proposals are condemned just because they run counter to the very features which have rendered the existing Act so successful in its working. Mr. Birrell's measure does not seem likely to promote a tranquil settlement of the agrarian problems of Ireland. On the contrary, it threatens to arrest the progress of land purchase, which, in the words of the Chief Secretary, would be a blunder of the first magnitude.

Vancouver Island and Railway Development

(Charles H. Lugin)

VII.

Before dealing with the question of railway connection between the island and the mainland, it may be advisable to make some observations concerning that part of British Columbia through which a railway, making connection with the island at some point north of Seymour Narrows, would extend. If we take Fort George, where the Grand Trunk Pacific will cross the Fraser river, as a centre and with a radius formed by the distance from that point to Prince Rupert, sweep a semicircle towards the west, we will find that the line will pass down through the centre of Vancouver Island. The city of Vancouver will lie just within the circle and Victoria just a little outside of it. From this fact it follows that the shortest way to the coast centres of population and open ocean ports from the greater part of the extensive and valuable region, lying between the Fraser and the Strait of Georgia, is by way of the Nechaco river, by way of a route in the direction of Butte Inlet. This region is one of very great value. It contains a great extent of farming land, very large natural meadows and a still greater area of grazing land. Its mineral wealth is at present unknown, but the indications are favorable, especially near the Coast Range. It presents no serious difficulties in the way of railway construction. This observation applies to the country as far west as Lake Tatlayachew, which is 145 miles by the Marcus Smith's route by way of Butte Inlet from Frederick Arm. This route reaches tide water at the head of Butte Inlet, and therefore the only gradients to be taken into account are those between the head of that inlet and the Summit. The distance between these points is 94 miles and the elevation to be made is 2,760 feet, or 26.35 feet to the mile, which is certainly nothing at all serious, if it is at all uniform. The maximum grades are 105.60 feet to the mile, or 2 per cent. These occur in three places, one of them is 1.27 miles in length, another 6.67 miles and another 4.43 miles. These, of course, are all against east-bound traffic.

Of the head of the Inlet as a terminal Mr. Smith said: "The extensive flat at the head of Butte Inlet is favorable for the site of a large commercial town. There is fair anchorage and a commodious harbor could be made. If required, but probably a few wharves or slips would be sufficient at present, as eventually the railway might have to be extended down the side of the Inlet to meet the demand of increased commerce." He adds that the Inlet with the channels at its mouth could be used advantageously by car-ferries to convey trains to the shore of Vancouver Island. The head of the Inlet, whatever of the practicability of the Butte Inlet route, and its cost would not be excessive if the construction of the bridges by way of Seymour Narrows were eliminated. If the line were extended to Frederick Arm, ferry connection with the island would be maintained by way of the Nechaco Channel. It is interesting to note in this connection that in 1877 Sandford Fleming contemplated the use of Frederick Arm as a terminus for the Canadian Pacific railway. He declared it to be approachable from the north side of Vancouver Island by Queen Charlotte Sound and Johnstone Strait, that ocean-going steamers would be able to reach it by open channels in less time than any port within the Strait of Georgia. What follows shows the line of thought pursued by an impartial investigator, when the mainland was practically all in a state of nature: "Vancouver Harbor (the head of Butte Inlet), on the one hand would accommodate the traffic centering around the Strait of Georgia; or finding entry by way of the Strait of Juan de Fuca; whilst on the other, Frederick Arm would command the Asiatic trade, and accommodate the traffic of the northern half of Vancouver and of the Queen Charlotte Islands, when in course of time they become settled and their resources developed." The route chosen for the Canadian Pacific has led to the settlement of the region around Burrard Inlet, and consequently created new local centres of population and political conditions, but the facts of geography are the same today as they were when Sir Sandford Fleming made his report, and the development of the use of car-ferries has been such that, when once a line of railway was brought as far as Frederick Arm, connection there would at once be established with Vancouver Island and the railway would be continued to the ocean ports of the island, so as to avoid any navigation of the relatively narrow inland waters. Those who desire to see Vancouver Island connected with the mainland by the Butte Inlet route, may rest quite satisfied that the perfectly feasible character of such a project, either from the standpoint of engineering or transportation.

A New Route Suggested

There is another route to be mentioned in this connection. In the last preceding article I spoke of the narrowness of the channel separating the island from the mainland between Loughborough and Knight Inlets, where Johnstone Strait is only about 2 miles wide. To this I wish to draw special attention. If one looks at the map he will see on the Mainland shore just opposite where the island shore begins its decided trend to the west a small indentation of the coast marked Blenkinsop Bay, and a little to the west of it another and larger one marked Port Neville. The Strait here is also admirably adapted to the terminus of a car-ferry, the question of Mainland connection would be simplified so far as the length of the necessary ferrage is concerned. I shall therefore speak in the next article of the probability of a good route being found from the Summit to Blenkinsop Bay.

Owen Sound asks to be incorporated as a city. Whitby harbor may be taken over by the government.

NO PENSION BILL TO BE INTRODUCED

Unlikely That Supplementing Measure Will Be Passed This Session

THE PUBLIC SERVICE ACT

Receives Second Reading—Is Much the Same as Measure of Last Year

While the public service act received second reading at last evening's session of the legislature and beyond some little cavilling by John Oliver (Delta) and the Socialist contingent, it is doubtful if the bill embodying the pension clauses of the former bill amended and improved will be introduced at the present session. Hon. Dr. Young explained the measure in brief and referred to the companion measure but it is believed that the difficulty of fixing the funds necessary for the inauguration of a pension fund as a charge upon the consolidated revenue still deter the government from taking the projected step. The bill given second reading is merely an improved edition of the bill of last year and beyond providing for the appointment of officials to grade the civil servants and providing an entrance examination, little new is observable in its provisions.

The debate upon the second reading of the coal mines regulation act was adjourned.

Coal Mines Regulation.

The resolutions reported from committee of supply on February 24, 25 and 26 were read a second time. Hon. Mr. McBride moved third reading of the bill to amend the Coal Regulations act. Mr. Hawthornthwaite (Nanaimo) moved that the third reading of the bill be discharged and the bill referred back to committee for the consideration of two amendments; one to the effect that wages to underground miners should be paid every two weeks; another to the effect that an inquest should always be held in the bodies of all persons whose death may have been caused by explosion or accident in any mine.

Mr. McBride explained that the amendment had no bearing on the original bill, and so Mr. Hawthornthwaite was out of order. The bill had to do with the board of examiners in coal mines. There was another bill at present before the House, dealing with amendments on the same subject. This was the bill introduced by Mr. Ross (Fernie) and dealing with the payment of wages.

The debate on third reading was adjourned.

The report on the attorney-general's bill to amend the Jurors' act was adopted.

The attorney-general's bill, to amend the Ditches and Water Courses act, 1907, was considered in committee of the whole House. The bill was reported with minor amendments.

The committee of the whole considered the attorney-general's bill to amend the law of vendor and purchaser, and to simplify titles. The bill was reported without amendments, although Mr. Hawthornthwaite (Nanaimo) stated that the title was a misnomer as the bill would not tend to simplify titles, he considered.

Public Service Bill.

Hon. Dr. Young moved second reading of the public service bill dealing with the grading of the civil service in the province. Dr. Young said that the present bill was intended to follow out the policy adopted by the present government in the matter of the civil service. The matter had been before the Dominion and other provincial governments for many years and every effort was being made to place the civil service on a business basis. Owing to the peculiar conditions in the province, the great amount of work to be handled, and the method of appointment of civil servants, through which many men were in the service more for their party than for their fitness, the civil service was unbalanced.

The necessity for civil service reform had been recognized throughout the Dominion. It was shown by the action of the Dominion government last year, the appointment of the civil service commission, and the bringing in of a bill to endeavor to deal with the case. There was at present a class of men in the civil service that, while there was no doubt as to their integrity, were unfitted by their early discharges to perform the duties demanded of them by the growing business of the province. The service was overloaded with old men, more so than in any other country except China. Over 57 per cent. were over 40 years of age; 11 per cent. were over 60; while barely 3 per cent. were under 20. On the other hand, in view of the increasing responsibilities of the office, the man over 60 decreased in efficiency from 25 to 30 per cent.

The system in this province had grown out of the patronage system, and the object of the present bill was to do away with patronage and to introduce a system founded upon efficiency and merit. Some inducement should be held out to men to enter the civil service and make it their life work, the remuneration and chance of advancement being so slight at present that many young men will not enter the service.

While re-enacting in great measure last season's bill the present measure did not include the superannuation clause. Last session a member of the opposition had brought up a technicality to the effect that this part of the bill should have been brought down by another message. So the superannuation part had been dropped, while the principle of the bill had been adopted, so that the work of grading the service could be carried on during the summer.

In view of the fact that the question was being dealt with at Ottawa, the government had held the bill over in the public interest. The newspapers of Canada and of the whole country

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government did not believe in a system of wholesale increases. The amount set aside in the estimates for had recognized the importance of the movement. The problem was being grappled with in the Old Country, and the principle adopted in the bill was practically the same as that which was being adopted in Ottawa and in the Old Country.

One of the most interesting features of the problem was the increasing difficulty of procuring sufficiently able men to enter the service, and the difficulty experienced by civil servants in maintaining their position on the meagre salaries paid. The Dominion government had introduced a resolution providing a flat increase of \$150 a year, but this was only for the time being, and was to be set against the increases brought about by the regrading. The regrading was the vital point in civil service reform. The

(Continued on Page Fifteen)

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B. C. FRUIT GROWERS ARE IN CONFERENCE

Matters Relating to Shipment and Distribution Discussed With C. P. R. Men

Representatives of the fruit growers and boards of trade of British Columbia and prominent officials of the C. P. R. are conferring under the auspices of the government as to the best methods of advancing the fruit industry and removing some of the disadvantages under which it labors. During the day a number of matters were drawn to the attention of the meeting, chiefly in the matter of freight rates and the minimum loads allowed on cars in order to take advantage of the rates. Some of the requests were refused, others were held over and still others granted. Perhaps the most important of these was the reduction of minimum weights for which carload lots would be allowed, from 30,000 lbs. to 24,000 lbs. on mixed cars of apples, pears, fresh fruits and vegetables. As regards rates generally, the result of the afternoon's discussion appeared to be that the B. C. fruit growers have not much room for complaint. Details regarding the freight rates will be taken up at this morning's session.

The delegates were welcomed by the Hon. Capt. Tatlow, who took the chair at the morning session. He styled it one of the most important gatherings which had ever come together in the offices of the agricultural department. The C. P. R. had been instrumental in calling the meeting together, and whatever the faults of the railway company might be they should be commended for having given free carriage to the fruit exhibits sent by the province to London. Exceptional advantages had been accorded to the British Columbia fruit on the steamers, and all interested in the industry must recognize a cause for gratitude for what was done on that occasion.

Capt. Tatlow then called upon F. W. Peters, who said that he and Mr. Marpole had been approached by many persons in British Columbia interested in fruit growing, and had been asked to attend a number of meetings on the subject in different parts of the province. Mr. Lannigan had also interviewed several people on the matter of freight rates, so the speaker had communicated with the government and arranged for this meeting. The president and first vice-president had also been approached on the question while in British Columbia.

C. P. R. Wishes to Help

Continuing Mr. Peters said: "We do not take the position that the C. P. R. is perfect, but we have been trying to get the rates on a fair and equitable basis, and the same way with the service. There may be weak spots in our system, and if they are want to know them. If the other conditions are in order in regard to marketing you will find the C. P. R. not behind hand. Mr. Stout, of the Dominion Express Co., is here and will doubtless be heard on these matters, and Mr. Lannigan will speak later for the C. P. R. on freight rates. Any one with good and reasonable grounds for complaint, who will put them forward, will be heard, and the traffic officers will go as far as they can, as business men, to assist them. We cannot afford to retard the development and growth of the fruit industry of the province in any way at all."

Mr. Stout, manager of the Dominion Express Co., said that his company also desired to co-operate with the others in making the industry a success. W. C. Ricardo, of Vernon; T. W. Stirling, of Kelowna; J. J. Campbell, of Nelson, and Rev. L. E. Leach, of R. were appointed a resolution committee and a large number of resolutions were submitted to them, which were debated during the afternoon session.

The first resolution provoked a prolonged discussion, and the text follows: "Whereas: 1. The minimum weight of 30,000 lbs. is in excess of the capacity of any of the cars furnished to Okanagan shippers to date; 2. From Spokane east a minimum of only 24,000 cars is required; 3. For the smallest cars a minimum of more than 24,000 lbs. is not practicable."

"Therefore, be it resolved that the C. P. R. be asked to reduce the minimum weight for carload rates from British Columbia points east on mixed cars of apples, pears, fresh fruits and vegetables from 30,000 lbs. to 24,000 lbs. for large cars and 20,000 lbs. for small cars."

The motion was introduced by R. H. Rogers, who said that the present tariff called for 30,000 lbs. and it was impossible to load that much on the cars supplied. Of the weight 10,000 lbs. had to be apples or pears and he gave instances where the remainder of the car was filled with mixed fruit, and still was from 5000 lbs. to 7000 lbs. under weight. The result was that the shippers had to pay for freight which was not carried. The smaller cars supplied would not carry more than 20,000 lbs.

Mr. Lannigan said that this matter had already been taken up by the C. P. R. and he had with him a proof of a proposed new tariff which provided for the reduction of the minimum in the cases mentioned from 30,000 lbs. to 24,000 lbs. The request for the change had not come in from the dealers until the last season was practically over and so it was not introduced then. With regard to the reduced minimum on the smaller cars, he could not consent to that. Such a minimum was not granted by any line anywhere. However, there were not more than one per cent. of the small cars being used and no new ones were being built so the evil would soon remedy itself.

Mr. Rogers claimed that most of the cars supplied to Okanagan were 29 feet in length or smaller. The same question of smaller cars came up in subsequent resolutions, and several speakers intimated that they made frequent appearances in British Columbia. Mr. Lannigan, however, stood firm. Mr. Peters said that he was surprised to hear that so many small cars should have gone to British Columbia.

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lumber, but he would assure the meeting that efforts would be made next year to remedy this, and on this assurance the resolution was passed minus the reference to the small cars. Another resolution was presented by Messrs. Rogers and Wanless which asked that the minimum weights for carload lots for fresh fruits in packages, consisting of prunes, plums, cherries, peaches, apricots and berries be reduced from 20,000 lbs. to 18,000 lbs. as they could not be loaded to that extent without damage. Mr. Lannigan pointed out that this class of goods was usually sent by express, in fact the C. P. R. was the only railroad to handle it in carload lots. He could not accept the change. He also thought that the reduced carload might operate to lessen the amount of fruit taken. T. resolution was withdrawn.

Rate to Winnipeg

The next resolution dealt with rates and led to a prolonged discussion. The fruit growers want the same rate into Winnipeg as is enjoyed by the Ontario fruit growers in order to be able to compete on an equality. Giving in to this, Mr. Rogers said that the rate of apples and pears from Okanagan to Winnipeg was 75c per cwt., while the rate from Ontario to Winnipeg was 55c per cwt. This was a most serious difference, and became of still greater importance to B. C. growers when it was remembered that their cost of production and living was considerably higher than it was in the east. The Dominion Express Co. granted identical rates.

Mr. Lannigan said that he had recently made a personal canvass of the fruit growers of Winnipeg, and the northwest in order to find out if possibly why the B. C. growers did not do more business there. At first he thought it was because of the Ontario fruit, but afterwards he found that less and less Ontario fruit found its way to the Winnipeg market. Then he thought it was because too large prices were asked for the British Columbia fruit. Finally, however, he satisfied himself that neither of these causes were the real reason. The real competition in Winnipeg was the Washington, not the Ontario fruit, and the American fruit was driving the others out of the market. It was not because the foreign fruit was better, but because the growers of Yakima valley and Wenatchee valley were dumping their second grade fruit, prices which were too tempting for the dealers. Thus any reduction in freight rates would not help them, for it would be immediately met by the American roads. They already had the advantage in a less freight rate and in the duty. This, however, was more than counterbalanced by the way the Canadian growers were handicapped by the law. He was obliged to pack and grade his fruit in a certain way, and the Fruit Act, which was originally adopted to protect the Ontario growers, who do not suffer from American competition, did not apply to B. C. fruit arriving here in close packages. He read a lawyer's opinion in support of this view of the law.

By way of showing what the company had done for the B. C. fruit grower he said that the C.P.R. had consistently refused to make through rates on fruit originating in the States to points on the prairies where there was no competing line, thus locking up a large territory for the B. C. fruit grower. (Applause)

Maxwell Smith, Dominion fruit inspector, took exception to Mr. Lannigan's view of the law. Whatever might be the case in the northwest he had successfully conducted several prosecutions of dealers offering American fruit for sale which had not been properly graded. He did not think that a satisfactory reply had been given regarding the Winnipeg rate. If there were defects in the Dominion act, it would be all the easier to remedy it if the Ontario growers were placed on the same footing with the B. C. men. If their shoes were equally pinched much greater inducement would be brought to bear at Ottawa. Mr. Smith, however, admitted that there were only two inspectors in the northwest, a wholly insufficient number to inspect the fruit shipments properly. The resolution carried by a large majority.

A number of other resolutions dealing with special rates from various points were introduced, and on Mr. Peters' suggestion allowed to stand over till this morning to give Mr. Lannigan an opportunity to familiarize himself with them.

A resolution asking for carload rates on mixed consignments of canned goods, apples, pears and fresh fruits, was opposed and ultimately withdrawn. It was pointed out that the railway commission had expressed itself as opposed to such a classification.

The same fate met a resolution asking for a fixed rate between given points to be charged for icing, instead of the consignee paying for the ice actually consumed. Mr. Pitcairn said that the uncertainty attending the cost of icing led to many complaints from consignees and loss of business. Mr. Lannigan said that the road would have no objection, but many shippers preferred the other system, a view borne out by other speakers.

The question of a special refrigerator service for less than carload lots on certain days was laid over till to-day. A motion asking that the C.P.R. whenever possible, grant leases of land near their right of way for the erection of packing houses and warehouses was withdrawn. Mr. Peters explained that such was and had always been the policy of the company. If there had been a case of such a request being refused when there was land available, he did not know of it.

Fruit Growers' Grievances.

A. J. Alcock, of Penticton, then addressed the meeting. Speaking as a fruit grower he would say that it was not freight rates that vexed the producer. Those could easily be paid, it was the lack of a proper method of distributing and marketing the fruit. He gave three instances where practically nothing had been realized upon shipments, and said that fruit was being allowed to waste because it did not pay to ship. Last season the grower had to pay for 3 cents a lb. the freight rate was about 4c per lb., and it retailed on the

northwest market for 15 to 20 cents a pound. Who's getting the difference?

They were told at the time that it was due to a glut on the market, but he went to the prairies to find out, and found that it was a glut in prices which caused all the trouble. The fruit did not sell, because the people could not afford to pay the prices asked. Arrangements should be made so that the grower could deal direct with the consumer, and the speaker suggested a plan whereby the consumer could deposit his money in the bank and then send his receipt and order direct to the grower. In this way both the consumer and the grower would be protected. He claimed that the retailers on the prairies were making from 75 per cent. to 300 per cent. profit on the fruit they handled. Such a scheme as he suggested would open up an unlimited market. As it was last season he knew of cattle being fed on splendid fruit.

Mr. Palmer suggested that he draw up a paper embodying his views and submit it to the meeting. This he agreed to do, and the meeting shortly afterwards adjourned.

Among those present were:

Hon. R. G. Tatlow, minister of agriculture, in the chair; R. M. Palmer, deputy minister, who acted as secretary; F. W. Peters and J. H. Lannigan, of the C.P.R., and W. F. Stout, of the Dominion Express company. The following accredited delegates were present, besides a number of interested parties from various parts of the province: Mr. Megan, Vernon board of trade; T. W. McKenzie, Hammond Fruit Growers' association; W. A. Pitcairn, Kelowna board of trade; J. S. Hawkes, Port Haney Progressive association; T. A. Brydon, Victoria Fruit Growers' association; H. Puckle, B. C. Fruit Growers' association; R. H. Rogers, Associated Boards of Trade for the Okanagan; J. Kidston, Vernon; W. C. Ricardo, Vernon; R. H. Agur, Summerland; T. W. Stirling, Kelowna; T. W. Ritchie, Peachland; J. J. Campbell, Nelson; Jas. Rooke, Grand Forks; L. M. Hagan, Revelstoke; J. C. Metcalf, Pt. Hammond; H. Smith, Salmon Arm Farmers' Exchange; W. H. Howard, Duncan; Fred Adie, Waneta; Maxwell Smith, Dominion fruit inspector; Capt. P. Elliston, Victoria; J. Arnold, Chilliwack; A. J. Alcock, Penticton; J. M. Robinson, Summerland; J. Johnston, Nelson; Thomas Wanless, Vernon.

CITIZENS' LEAGUE IS AGAINST PRIZE FIGHTS

Deputation Urges Its Views Upon Police Commissioners—Home of Detention

That the police commissioners should take steps to put a stop to prize fighting in the city and only allow glove contests when such are held under the auspices of recognized athletic organizations, and purely amateur in character was the suggestion made by a deputation from the Citizens' League which waited upon the police commissioners yesterday afternoon. The deputation was composed of Mrs. Spofford, School Trustee Mrs. Jenkins, Rev. S. J. Thompson and Rev. T. W. Gladstone. The members of the deputation stated that they did not wish to interfere with sport in any way. On the contrary they appreciated the great benefits to be derived by the young men of the city from true sport, but recently fistie contests had been held in the city which had been pure prize fights. The contestants had shared in the gate receipts and some of the contests had to be terminated by the intervention of the police. This action on the part of the police indicated the nature of the fight.

The commissioners, in answer to the deputation, stated that this question of boxing contests had been considered by the board before. There was no intention of allowing prize fights to be fought here. On the contrary, permits for such contests have ere this been refused. It had been decided that any boxing contest should only be held under the auspices of local athletic clubs, which should control the fights and see that such are properly conducted. The commissioners appreciated the stand taken by the Citizens' League and promised that prize fights would not be allowed in Victoria.

Another deputation, representing the Ministerial association, also waited upon the commissioners. The deputation was composed of Rev. Mr. McCoy, Rev. F. Tapscott, Rev. Mr. Carson and A. J. Brace. Rev. Mr. McCoy and Rev. Mr. Tapscott, who acted as spokesmen, asked that the board of police commissioners exert its influence for the establishment of a Juvenile Detention court, such court to work in conjunction, as far as possible, with the Children's Aid society, the work of which would thus be widened in its scope. An officer should be appointed who would look after children not being properly cared for and also children, both boys and girls, who are now frequenting the streets at too late an hour. The deputation suggested that the city should establish a home of detention which could be managed by the officer and wherein young children could be taken care of. Reference was made to the recent cases of young children being brought before the magistrates on various charges. In many cases the youthful offenders were not properly looked after at home and the establishment of such an institution as a home of detention would afford a means whereby such children could be controlled and properly looked after.

The police commissioners suggested to the deputation that the city council be asked to appropriate sufficient funds for the salary of such an officer and appoint a suitable person to the position.

The commissioners considered the tenders recently received for the supply of twenty-six police uniforms. A recommendation will be made to the city council that the tender of D. P. Sprinkling, at \$30 per suit, be accepted. Nothing was done relative to the petition of the members of the police force for an increase in pay or regarding the appointment of another sergeant to succeed Sergeant Walker, who has been advanced to the position of lieutenant of patrol. These matters will be considered at a meeting to be held on Friday afternoon next.

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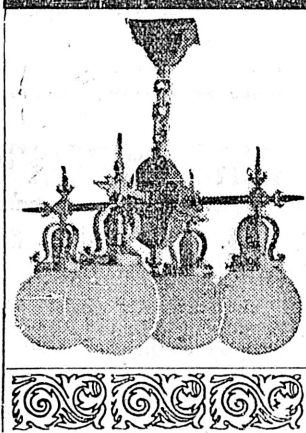
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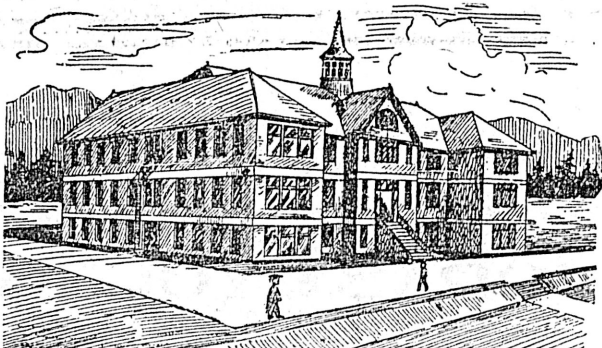
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In Woman's Realm

HERE AND THERE

It is taking a long time for the world to learn that there is nothing degrading in manual labor. The swarthy face, the soiled hands and dress which are the evidence of such employment are seldom shown, at all events by women, without a blush of shame. This perhaps is at the bottom of much of the dislike of domestic service which is, in these days giving so much trouble to householders everywhere. It is felt that the washing of floors and of dishes, the cooking and sweeping and dusting with the hundred other tasks that must be performed in every household are menial employments fit only for those who have neither the education nor the intelligence to fit them to do anything else.

And yet no woman ever undertook to do the work of a house who did not find that it required far more ability and gave room for the exercise of higher moral qualities than most of the employments in which a man engages. The dressmaker, the stenographer or the saleswoman have but one thing to think of at a time. The housekeeper must plan her work, must allow for interruptions, must be an organizer of no mean order if she is to be successful.

On the other hand, the work does not, as a rule, demand any greater exercise of physical strength than a healthy woman should be able to give. Where the mother of a family must do all the work of the household this is very often not true, but it is true in the case of a servant. Yet women can be found eager to undertake any employment other than that of domestic service, and while a girl is quite ready to say that she would not work in a hotel, those who readily admit that they are housemaids, cooks, or general servants are exceptions. Until the feeling that there is in household work something demeaning is overcome, incompetent service will be the rule. It will only be when the woman who provides for the comfort of a family that she is as much entitled to respect as any of the classes of women who work outside the house that housekeepers will be able to get the help which they now need so badly.

How this change in public opinion is to be brought about is a question which has engaged the attention of women for many years and it is perhaps not creditable to us that it has not yet found a satisfactory answer.

It has been thought that if the women who are engaged to do the work of the household were treated as members of the family, the position of the servant, as well as the character of the service, would be raised. Many mistresses of households have conscientiously tried this experiment, in very few cases with success. In most households the constant presence of an outsider is a source of annoyance and embarrassment, more perhaps, to the person who must feel herself an intruder, than to those who find themselves deprived of that privacy which constitutes the chief charm of home life. There are, indeed, homes in the country, and a few in the city, where owing to the absence of the husband, the wife would gladly engage the services of a cultivated woman to help her with her work and to be her companion after it is done. But even in such cases happiness is the result of rare qualities in both employer and employee. There must be congenial tastes and mutual respect, or life will be full of petty annoyances which will rob it of all delight. The occasions for such service arise too seldom to make it worth while for any large class of women to prepare for it.

Where, then, lies the remedy? From what source are the domestic workers to come, who will make our homes comfortable and who will at the same time maintain their own self-respect. The answer may be found in our schools and in the nursing profession. The servants of the future will be educated and trained. The domestic science classes in our schools are fast showing the girls that it is as hard to be a good cook as it is to be proficient in grammar, arithmetic or drawing. They are taught to be proud of their skill in keeping their miniature kitchens in the very best of order and scrubbing and washing are only looked upon as disgraceful when done badly. Most of the little maids are eager to do their share of the cooking at home, and it is the fault of their mothers if they do not become very helpful. A generation has scarcely passed since a type of the ignorant, unfaithful nurse, into whose keeping the lives of men and women were often committed. Yet now who would venture to impugn the character of the class of trained nurses which attracts to it ranks the flower of the young womanhood of our day? And yet the demands on the strength of nurses are far greater than those on ordinary household workers. They are forced to perform tasks of a more disagreeable character than falls to the lot of the cook or the housemaid. Yet the uniform of the nurse commands universal respect.

All this has been brought about by training. The trained nurse who goes into a home is mistress of the situation. She knows what she has to do and let the inmates be pleasant or disagreeable she goes about her work in a businesslike way. She asks nothing of them but politeness. As a rule she receives all needed help and sympathy and is treated afterwards with kindlyness. But she is not dependent on these for her happiness and self-respect. These are assured by the certainty that she can do the work assigned her and that she is faithful in its discharge. If domestic workers were similarly trained what a difference there would be in their standing. The woman who, when she was engaged, understood exactly what she had to do and went about her work with the consciousness that she was equal to any emergency would be independent of the whim of an unreasonable mistress and would be a treasure to the ordinary housekeeper. Such a worker would not ask to be treated as an equal by her employer. It is quite possible that she might feel herself superior. But her relations would be those of a business nature. In the old phrase she "would know her place." This would make it necessary that she should find society and amusement outside the home of her employer, with the natural result that the hours of domestic service would be shortened. Why should the woman who works in a house be required to remain at her post any longer than the stenographer, the saleswoman or, for that matter, the Chinaman? Whether such a servant would wear a uniform or not would be a matter of small consequence.

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As in the case of the trained nurse the fact that the servant possessed a certain amount of ability and the possibility of friction but it would make it much rarer than it is now and do away altogether with the annoying social complications that, at present form the most puzzling factor of this question. In short, domestic service would be raised to the rank of a regular employment, demanding special qualifications and a consequence, commanding a fixed remuneration, instead of being as it too often is now, the refuge of the incompetent person who finds herself unfitted for any other work.

A manual has been written by Miss Winifred Gibbs, dietitian and social worker, on the staff of the New York Association for Improving the Condition of the Poor, in which she endeavors to show that it is possible for a family of six to live on 94 cents a day. The book will be distributed among the tenement dwellers.

This worker among the poor declares that the majority of women do not know what to buy for their families. To nourish their families. For much money is spent in beer and coffee and pickles that should go to health-giving foods." She believes that for 15-23 cents just enough nourishment can be procured to replenish the strength spent by each person in the course of an average day. Although this will sustain the body in health, Miss Gibbs does not advise anyone at so little unless compelled to do so by extreme poverty.

The United States government experts at Washington have worked out the standards used by Miss Gibbs in preparing her cheap meals. The following is a typical bill of fare. It would be interesting to learn what these three meals would cost in Victoria. With, perhaps, the exception of the supper they do not look unappetizing, and there is no doubting the nourishing qualities which are vouched for by authority so high.

Breakfast. Corn meal mush. Milk and sugar. Toast. Dinner. Beef heart, Browned potatoes. Bread. Rice with sugar and cinnamon. Supper. Fried Mush. Stewed Prunes. Tea and Milk.

Judge A. W. Frater, of Seattle, has determined that the parents of children who are in danger of entering upon a criminal career through their neglect shall be punished. The Seattle Times' report of a recent trial is given below. If the juvenile court gives the judge the power to punish delinquent parents in this way the sooner we have one in Victoria the better.

"With eight boys before him, all of them accused of loitering around saloons in the lower portion of the city while selling newspapers against repeated warnings by the police and by the saloonkeepers, too, Judge A. W. Frater, in the juvenile court this morning severely scored parents who are so indifferent to the welfare of their boys that they are unaware whether or not they are in saloons late in the evening.

"These boys," said Judge Frater to the mother of one of them, "if given proper training will grow up to be good men and useful citizens. If the boys, however, are allowed to run wild like some of these youngsters are doing it will mean that our reform schools and our penitentiaries will in later years have to take care of them."

"These boys are clean-cut looking little fellows. All but one of them have fathers and mothers living who are capable of supporting them so that they will not have to go out in the street and sell papers at all. They must be kept away from saloons and I am going to see that they are kept away."

"I am tired of sending boys to Mercer Island and to the parental school largely through the indifference of their fathers and mothers, there to live for a time at the public expense. After this I am going to fine parents when they allow their boys to do as these boys have done. When parents discover that their inattention to their boys' welfare will cost them real money they may come to the realization that it pays better to be good instead of indifferent parents."

WOMAN'S WORK

The usual monthly meeting of the Ladies Committee of the B.C. Protestant Orphans' Home was held at the city hall at 3:30 p.m. yesterday. After the opening prayer, the minutes were read, discussed and adopted. The ladies reported the work of the past month very satisfactorily in the home, 34 children attending school. A large amount of sewing has been successfully completed by the matron and her assistants, and a donation of serge would be very acceptable for present needs. The necessary groceries had been purchased by the ladies. Bills were paid amounting to \$163.75. Much inconvenience has been caused to the little people of the Orphanage by the defective condition of the 2-plank sidewalk near the home, the pathway being now almost submerged, causing great anxiety to the matron, owing to wet boots and stockings in their journeys to and from school. Two applications were received for boys. These matters will be enquired into. The following ladies were appointed as visitors for the month of March: Mrs. Huckle and Miss Josette-Tolmie. The president intimated to the ladies present and for the benefit of absentees that the meeting for April will take place at the Orphanage at 2:30 p.m.

The donation list was read, and the closing prayer brought the meeting to an adjournment.

The donations were as follows: Mr. Tony Silvene, 12 lbs. creamery butter, 3 hams, 1 side bacon; Miss Nel-

son, 1663 Oak Bay Avenue, clothing; Mrs. Olliphant, per Johns Bros. clothing; Mrs. Andrews, Victoria West, illustrated papers and books; Mrs. Nelson, Cobble Hill, 4 sacks Snow Flake flour; Mrs. Ney, Pandora street, magazines; Waites Bros. Fort street, sharpening scissors and making a key; Mrs. Okell, Victoria West, clothing; Mr. W. H. Wilkerson, fur scarf; Mrs. A. Vigelus, 8 yards print; S.E.C. A., Our Animal Friends; Colonist and Times, daily papers; A. Friend, Carey road, 4 new shirts.

TRIED RECIPES

Leg of Mutton

That very homely dish, a boiled leg of mutton, is excellent cooked in the cooker. Trim the leg well and put it in the big kettle of boiling water. Let it boil for about ten minutes, then add one tablespoonful of salt and two or three peppercorns. If you like, the flavor, a tiny piece of mace, or bay leaf, and two or three cloves may be added. Now put kettle in cooker, in five or six hours it should be ready to be served with caper sauce.

Fresh Fruit Pudding

This may be cooked in a cooker. Cream one-quarter cup of butter, add one-half cup of sugar and the yolk of one beaten egg. Clean and dredge in flour two cups of fresh fruit—currants, cherries, gooseberries or raspberries—and have them dry. Now add to the sugar and butter mixture, a little at a time, alternately, one cup of milk and two cups of flour. Two scant teaspoons of baking powder and one-half teaspoon of salt should have been sifted with the flour. Now fold in the egg white, turn into a buttered mold and put cover on very tight, and plunge into boiling water in bottom of one of the large kettles. Put in the things to be steamed in the several receptacles while the kettle is on the stove. Put on cover and let boil about ten minutes, then put in cooker for four to six hours. When boiled custard or a hot sauce if the day be chilly.

For a Savory Dish

Lay some strips of fat fresh pork in a small earthenware pot and place over the fire until they begin to brown; add half an onion, sliced, two ripe peppers, also sliced (rejecting the cores), and two pounds of fresh pig's liver, deeply gashed and larded on top with more strips of pork. Dredge quickly with flour and fry slowly for ten minutes, turning the meat once. Scrape half a dozen carrots and cut in strips lengthwise; place these around the liver with a handful of minced parsley or celery tops and salt and sweet herbs for seasoning; lastly, add one cup of boiling water, and half a glass of currant jelly; cover closely and bake in a very moderate oven for 2½ hours. This is a most savory and satisfying dish, made from an inexpensive piece of meat.

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On the Waterfront

LONSDALE IN FROM MEXICO

Belated Because of Towing Disabled Mexican Gunboat to Guaymas

A SEARCH MADE FOR CIGARS

Volcano Active at Colima—Budget of News From the Ports of Mexico

Belated owing to having been called upon by the Mexican government to tow the Mexican gunboat Tampico, which was found lying helpless with her boilers burned out and engines disabled at Mazatlan, the Canadian-Lonsdale, Capt. Lindgren, of the Canadian-Mexican steamship line, reached port yesterday morning from Salina Cruz and way ports. She left the southern port a month ago, and brought north 450 tons of general merchandise, trans-shipped from British, German and French steamers running from the United Kingdom and Continent into Puerto Mexico, and 850 tons of salt from Carmen Island. The passengers were Henry Cook, a mining man who has been travelling through southern Mexico; A. Frohisher, a former member of the Royal Horse Guards, who made the trip to Mexican ports for pleasure, and H. C. Semmes, J. H. Sanhouse, H. Refe, W. H. Macdonald and J. H. Gray. The trip north was marked with head winds and strong head sea most of the way.

On arrival the steward hurried to the telephone to seek stores, and he wanted them in a hurry. Sunday night's dinner had exhausted the larder. The trip had occupied much longer than had been anticipated, owing to the towage of the Tampico. The Lonsdale is subsidized by the Mexican government, however, and when orders were given to tow the gunboat the officers had to put their haversacks aboard. For four days the Tampico was towed, and placed in a safe anchorage at Guaymas where repairs will be effected.

Looked for Cigars

There were rumors of secreted cigars, held by the Chinese crew of the Lonsdale, the story current being that several thousand had been brought north. Owing to these rumors a search of the steamer was made by the customs officials, but they failed to find anything. Similar stories were current when the Georgia arrived over a month ago and several hundreds of cigars were seized when being taken ashore by an engineer. The big cache was in the water tanks, however, and many thousands were there hidden, the majority of which were discovered and seized when the steamer reached Nanaimo. Many boxes of cigars were burned.

Ending Oil War

Mr. Henry Cook, one of the passengers of the Lonsdale, who has been touring in many districts of southern Mexico, says the long-fought rate war between the Standard Oil company's Mexican interests and Sir W. Westman Pearson's company is being ended by the well known British financier. Sir Westman Pearson being now in Mexico in this regard. Mr. Cook tells of seeing one of the most expensive oil fires known when in Vera Cruz district. The celebrated oil fields of the Vera Cruz district took fire on July 4th last and for two months they burned, the loss amounting to several millions of dollars. The fire was fought by means of pumping gravel and clay into the wells. The flames rose to a height of over fourteen hundred feet and could be seen for miles. The oil belt extends for over a hundred miles. The seepages found by the prospectors here were great and when Sir Westman Pearson's company had put down two or three wells, gushers sprang out and the oil spread all over the surrounding country, doing great damage to the farms and vegetation generally throughout the valley. The fire, after burning so long, practically extinguished itself. The work was beyond human skill. When the thousands of tons of water poured in began to reach an extent above that of the oil cave-ins followed, as much as two or three acres falling in at a time, and gradually the fire was smothered out.

Volcano in Eruption

When the Lonsdale was at Mazatlan the Colima volcano was seen in active eruption, the sight being a grand one. The volcano is, however, confining itself to emanations of vapor and gases with once in a while an emission of ashes and small pieces of pumice. The lava flow is comparatively small, and the activity of the volcano was in no way frightening the inhabitants of the neighboring valleys despite the frequent slight earthquakes and subterranean noises which accompanied each eruption. Two observatory stations have been established to watch the outbreak, on either side of the mountain.

When the steamer was at Salina Cruz much comment was heard regarding the recent visit of Col. Bonard of the French army, who is endeavoring to have the Mexican government use the Creusot gun for the fortifications built to guard the Pacific terminus of the Tehuantepec national railroad.

Murders at Salina

Salina Cruz was excited regarding several murders by a soldier of the local garrison when the Mexican liner was in port. Two Mexicans and a negro had been killed by a soldier who took flight over the Isthmus, was captured at Rincon Antonio Junction and brought back for trial. He confessed to the crime. He says he walked to the dance hall, and when he stepped over to offer his arm to one of the waiting signoritas several enemies started a fight with him. They drove him from the place. On the outside he opened fire on them, not knowing how many he dropped then, and fled. On his return to the barracks he changed his uniform for civilian clothing and left after nightfall. He was challenged by an officer with a lantern, held above the officer's head,

MARINE INTELLIGENCE

Special to the Colonist
Tatoosh, 8 a.m.—Heavy rain, wind southwest, 36 miles an hour. In, fishing schooner Liefie at 5.50 a.m.
Tatoosh, noon—Light rain, a west wind, 30 miles an hour. Highest wind at Tatoosh during the day, 48 miles an hour. At North Head, 60 miles an hour.

By Wireless
Cape Lazo, 8 a.m.—Partly cloudy, strong southeast wind. Bar. 29.20, temp. 39. Rough sea. Point Grey, 8 a.m.—Cloudy, wind east. Thick seaward. Bar. 29.18, temp. 37. Strong gales and snow during night. Passin, steamer Iniquitos, at 8 a.m.

Tatoosh, 8 a.m.—Heavy rain, wind southwest, 36 miles an hour. Bar. 29.40, temp. 39. Sea rough. Passed in, fishing schooner Liefie, at 5.50 a.m.
Pachena, 8 a.m.—Heavy rain, strong wind. Bar. 29.25, temp. 40. Sea rough. Westerly gales all night.

Estevan, 8 a.m.—Temp. 42. Sea rough.
Cape Lazo, noon—Part cloudy, wind northwest. Bar. 29.42, temp. 44. Sea moderate.

Point Grey, noon—Cloudy and calm, wind southwest. Bar. 29.36, temp. 45.
Tatoosh, noon—Light rain, a west wind, 30 miles an hour. Bar. 29.64, temp. 43. Rough sea.

Pachena, noon—Part cloudy, fresh southwest breeze, hail and rain, squally. Bar. 29.49, temp. 40. Sea rough.

Estevan, noon—Part cloudy, strong westerly wind with hail showers. Bar. 29.62, temp. 43. Sea rough.

Cape Lazo, 6 p.m.—Cloudy, a northwest wind. Bar. 29.70, temp. 38. Sea moderate. No shipping.

Point Grey, 6 p.m.—Part cloudy, wind northwest. Bar. 29.66, temp. 44. Out, steamer Staffa, at 2.35 p.m.

Tatoosh, 6 p.m.—Cloudy wind west, 15 miles an hour. Bar. 29.84, temp. 44. Sea rough. No shipping.

Pachena, 6 p.m.—Part cloudy, light showers, fresh westerly breeze. Bar. 29.74, temp. 44. Estevan, 6 p.m.—Part cloudy, fresh westerly wind and hail squalls. Bar. 29.83, temp. 42.

and he levelled his rifle and fired at the lantern, tearing it to pieces and in the darkness he escaped. He tramped for sixty miles before he was arrested and brought back under guard for trial.

At one of the little villages along the Tehuantepec railroad, Palomares, the local marauders were joined by a gang who brought a big roll of Confederate bills to unload. The visitors cleaned up a tidy sum from the confiding Mexicans.

Discover Treasure
From Guaymas news was brought of the finding of a robber's caches of buried treasure containing 15,000 pesos near Guadalupe by a laborer who was plowing furrows for planting grain. About two years ago there was captured and placed in prison a robber and highwayman known as Antonio Esqueda. On trial he was given the death penalty. Shortly before he was placed in the death cell he asked for an interview with the chief of the prison in which he was confined and on his request being granted told the chief warden that he had not spent the money which he had obtained by means of his numerous robberies, but that it was hidden, and he told where it was hidden. He offered to turn the money over to the government in the event of his life being spared. The official listened to the story somewhat amused, thinking it was a rather novel scheme on the part of the robber to save his life and feeling certain that the robber had no money hidden anywhere. So certain was he that the story was manufactured to a last effort to avoid the gallows that he did not even have the curiosity to make any investigations. He saw that there was no money where the robber said it would be. The robber was shot a few days later. When the laborer was plowing on the ranch under the very tree which the robber described and found a package of the sort described he took the money to a well known man who he trusted and if there was no way of saying to whom the money belonged to the man deposited it in the bank to the credit of the laborer. But when the story leaked out the warden of the prison was able to furnish the rest of the interesting tale.

The Lonsdale was to have brought 3,000 bunches of bananas, and they were loaded on board consigned to this city; but owing to the orders received to tow the gunboat Tampico to Guaymas it was necessary to transship the bananas to a Pacific mail steamer consigned here via San Francisco.

It is reported from San Francisco that the Norwegian steamer Tordenstjold has been chartered for six months from the Western Fuel Company by Henry Lund of this city for transporting coal from Union Bay to Guaymas. The report could not be confirmed, however, at the office of the coal company. The Norwegian steamer Tordenstjold, which has received orders to proceed from the Sound to Ocean Island in ballast, has been chartered to load guano at the island for the United Kingdom.

FROM WEST COAST
Tees Returned on Sunday and Sailed Again for Clayquot Last Night

The steamer Tees returned to port on Sunday from Cape Scott, Quatsino and way ports of the west coast of Vancouver Island and sailed again last night for Clayquot and way ports. She landed material for the new pulp mill being erected at Quatsino. A wharf is being built by the company on Quatsino sound. The cargo of the steamer included some slabs of marble from the North marble quarries for use on board the steamer Princess Charlotte. From Kyquoot news was brought that two drums of gasoline had drifted ashore.

RACE FOR LIFE BY THE TUG CZAR

Was Hurried to Rock Bay With Deckhand Who Was Bleeding to Death

Racing with every available pound of steam the tug Czar saved the life of J. Cooper, a deckhand of the car-ferry Transfer No. 1, which was towed to port Sunday morning from Plummer Bay, Discovery Passage, by the B. Salvage company's vessel, William Joffile. The crew of the damaged car-ferry told the story of the race for life by the Czar on arrival. The latter tug was in tow of the Transfer when her rush up occurred.

Cooper had been quarrelling with the Chinese cook; it was one of the usual quarrels on board ship—about the brand of cooking. The Chinese suddenly turned and threw a frying-pan at the deckhand, cutting his face severely, and opening an artery from which the blood gushed. Soon it was seen that, no matter what his comrades did, the flow of blood could not be stopped, and the Czar was ordered to race at full speed to Rock bay, where the nearest medical attendance was to be secured at the hospital in charge of Dr. Darrell Hanington, of this city. Cooper and Capt. Richardson of the Transfer went on board the Czar, and her engineers opened her out as she speeded, with the firemen, working for a man's life, shovelling the coal in the furnaces as they had never fired before. Cooper was almost gone when Rock bay was reached, and collapsed when taken from the tug. Dr. Hanington, however, soon stopped the flow of blood, and the deckhand is recovering. He had a close call from bleeding to death, though.

This was not the only fight when the salvage of the car ferry was being made. Two Chillians among the 48 longshoremen taken from Vancouver to remove the lumber cargo to the barge Georgia started to quarrel and attacked each other with knives. The threatened stabbing affray was quickly averted, however, by the bystanders, who disarmed and separated the combatants.

It was a cruise replete with incidents. The barge was heavily laden, having already 350 tons of rock ballast before her cargo of half a million feet of lumber was piled on board, and soon after getting into the Gulf of Georgia bound north she began to make water. Capt. Richardson got his crew of five men to the pumps, and for a time the big car-ferry was kept comparatively free. Then, as Seymour narrows was reached and the tow rope tautened with the strong tide, the water surged in, and the barge listed heavily to port. It seemed that it was about to turn turtle. The boat was made ready in case it should be necessary to leave her quickly, and the Czar headed for Plummer bay with her tow. The tug was brought alongside in an effort to siphon out the water, but it was no use; the inflow was too great. The barge was then benched as far in as she could be forced, and hung on the edge of a shelf. Kedge anchors were put out to hold her, and as the tide fell the barge and her cargo tilted up with the after part under water and the bow perched high. The beach runs out flat, it seems, and then suddenly deepens sheer, and it was on the edge of this place that the Transfer rested.

Booms were built to float the lumber on rafts in case it drifted away, and thus save the cargo, and the Czar steamed south to telegraph the news of the vessel's predicament. The news was transmitted by the wireless station at Cape Lazo, which got a report from the steamer B. Rupert City, and the salvage tug William Joffile and steamer Maude, taking the barge Georgia and 48 longshoremen from Vancouver, with Mr. McGowan, superintendent engineer of the C. P. R., in charge, went to the scene. The men working hard, transferring the lumber to the Georgia, which reached Prince Rupert on Friday in tow of the Czar, and temporary repairs were then made to the Czar. In the meantime the food supply gave out and the Czar had to go to Union for more stores, the William Joffile meanwhile being sent south, arriving last week. She was later sent north again, and on Sunday morning brought the Transfer to the upper harbor, where she will be hauled out.

WEEKLY REVIEW OF THE CHARTER MARKET

No Business in Grain Chartering—Lumber Market Continues Dull

The charter of the French bark La Perouse was agreed upon last night at 155 for the United Kingdom. It is the only recent grain fixture on the coast, says the San Francisco Commercial News in its weekly review of the charter market. The local market for barley has advanced sharply during the week and there is no probability of any further export business. Planting is still in progress, and if the weather holds good for a couple of weeks more a large acreage will have been sown. The floods did practically no damage to grain, and, under favorable conditions of weather, the crop will be fully up to the normal.

THE WRONG DIAGNOSIS

Prompt the Use of Worthless Remedies.

Even an experienced physician will sometimes make a mistake in diagnosis, in which event his entire treatment is wasted and may even be injurious to the patient.

The advocates of all other hair restorers save Herpicide have wrongly diagnosed the cause of Dandruff and Falling Hair.

There are a number of idle vessels on the coast, but they do not seem disposed to accept offers for lumber loading, and, as a consequence, shippers are picking up tonnage at other ports. In spot lumber chartering Puget Sound is a direct route port has been done for a small vessel at 38s, and Puget Sound to Valparaiso direct at 40s; to arrive, Puget Sound to United Kingdom has been done at 41s 3d, and Puget Sound to Valparaiso for orders at 42s 6d and 43s 9d, with 2s 6d less for direct port. One steamer to arrive has been taken to load at Portland for the Orient at about 3s 9d on gross register, a very low rate.

Offshore rates are quoted approximately as follows: Lumber, from Puget Sound or British Columbia to Sydney, 27s 6d to 30s; to Melbourne or Adelaide, 30s; Port Pirie, 30s to 32s; to Fremantle, 37s 6d; to Japan, 30s (Glasgow), 30s; Callao, 35s 9d to 40s; direct nitrate ports, 38s to 40s; Valparaiso for orders, 42s 6d to 43s 9d; 2s 6d less to a direct port; to South African ports, 42s 6d; to U.K. or continent, 41s 3d to 42s 6d; Guaymas, 56; Santa Rosalia, 57.

ERNA WILL SAIL FRIDAY FOR CORINTO

Jobson & Ostrander Liner Loading Cargo for Trip to Mexico and Central America

The steamer Erna of the Jobson & Ostrander line will sail for South America and Mexican ports on Friday on her maiden trip in the new service between this city and Central America and Mexican ports, according to local advice received by S. Baxter, local agent of the line. The steamer Erna, sister steamer of the Erna, is now en route down the coast inaugurating the service, and the Erna, when she leaves will have a full cargo. Some general merchandise and ten passengers have been booked here.

The steamers Erna and Ella were purchased by M. Jobson about a year and a half ago. They were formerly under Dutch register and were known as the Prins Hendrik and the Prinses Sophie and operated between Amsterdam and Java. After the change of ownership the Erna left Hamburg with a cargo of general freight and flour for Vladivostok. After discharging she shifted to Aloragan, to load railroad ties for Manzanillo. The Erna left Mororan Dec. 25 for Manzanillo and arrived at the Mexican port after a passage of twenty-eight days, during which time she met with some heavy weather. She discharged her cargo at Manzanillo and came to the Sound on Friday.

The Erna is fitted with commodious passenger accommodations. She has been renovated and refurnished from salon to galley since her arrival at Seattle and is now invitingly and comfortably equipped. She has accommodations for fifty-six cabin and twenty-four second-class passengers.

The Erna is a speedy vessel, built along the lines of a yacht. She is a steel vessel of 230 tons and is 86 feet in length, 43 feet beam and 27 feet depth of hold.

FRUHLING DREDGE INJURED

Enquiries Being Received From London Indicates Accident to Government Vessel

That the Fruhling dredge, bought by the Dominion government in Germany for use in deepening the channel of the Fraser river and now on the way across the Pacific from Japan on its last stage of its round-the-world voyage has been in trouble, presumably by stranding on the Japanese coast, is reported. Enquiries have been received from London asking the extent of damages sustained by the big dredge. Her arrival is being awaited.

NO DECISION AS TO B. C. RATES

(Continued from Page Three)

These immense subsidies were given for the express purpose of compensating this company for any loss which might be incurred in the way of operation and of maintenance as well as of construction. While he ventured to say that the local traffic in this province was quite as large as it was in the northwestern provinces. The difference could only be ascertained by examining the figures, and he did not have the means of doing so at the moment.

Chairman Mabey—"Have you not the same opportunity of doing this that the court has?"

Mr. Luxton—"The facts lie in the possession of the company."

Chairman Mabey—"But cannot you place their officials in the witness box?"

Mr. Luxton urged that no reason had been given showing that the people of this province in the case of local rates should be charged 4 cents per mile in place of three or even two cents.

Chairman Mabey—"But it is not suggested that the conditions are similar."

Mr. Luxton replied that it was admitted that the conditions were very similar save in a very short section of the railway. Orders in council had in former years been passed allowing four cents per mile to be charged between western points, and Port Arthur and Brandon, but these rates no longer existed and only in the face of the enormous subsidies in land which had been granted and which were still worth millions of dollars to the company should the people of this province be compelled to pay in certain cases four cents per mile, and it was only a fair construction of the agreement to hold that this province should be granted the same privileges and the same rights which were enjoyed by the other parts of the Dominion of Canada.

Chairman Mabey—"Are second-class tickets sold in this province between local points?"

Chairman Mabey—"No."

Chairman Mabey—"This case will be taken under consideration as we will need further time to look into the matters at issue."

All the cases being concluded the court rose.

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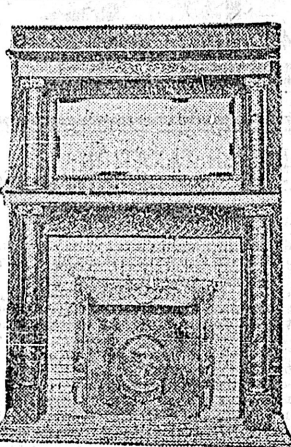
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quality musical play "A Stubborn Cinderella," which plays at the Victoria theatre tonight. This is the big Chicago production by the authors of the success, "The Time, the Place and the Girl," and was produced by Mort H. Singer at the opening of the New Princess Theatre in Chicago early last summer, where it has been playing to phenomenal business ever since.

The story of a "Stubborn Cinderella" in brief follows: The president of Columbia University is expecting Lady Leslie (under escort) to unveil the statue recently made by a noted sculptor, Lady Leslie arrives and proves to be a charming young woman, who has never been permitted to speak or have anything to do with real live young people. She is the victim of one of those foolish old country engagements of child-



GRACE EDMOND
Prima Donna in "A Stubborn Cinderella."

hood, and is on her way to meet the man she is to marry, when she has never seen. "Mac" shows up, and being thoroughly American, a whole-souled and hearty American college youth, the inevitable follows. He is introduced (in a joke) as the sculptor who made the statue, and is engaged by Lady Leslie's guardian to go with the party on a trip to the Pacific coast to make a statue of Lady Leslie. Instead he and Lady Leslie become very much in love with each other, and eventually Lady Leslie renounces her lordly betrothal and takes "Mac" in his place.

The music is of the most charming variety with a host of pretty song numbers interspersed throughout the action of the piece, the best number being perhaps "When You First Kiss the Last Girl You Love."

Homer B. Mason heads the cast which will be seen here, with Miss Grace Edmond playing the part of Lady Leslie. Harry Paul, Frederick Truesdell, Richmond Kent, Lincoln Plummer, Jack Raffael, and Marguerite Keeler are some of the principals.

The Winter's Tale.

Mr. Charles B. Hanford presented the Winter's Tale to a moderately large audience at the Victoria Theatre last night. The play is among the least familiar of Shakespeare's productions and it did not arouse any very great degree of interest on the part of the audience.

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Daily ex. Tuesday, 1.00 p.m.		Ar. Victoria Lv.	3.30 p.m. daily except Tues.	Daily ex. Tuesday, 1.00 p.m.	

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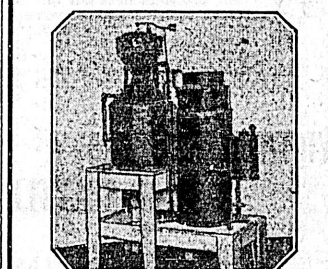
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S. S. ELLA, 3500 tons, leaves Victoria April 2nd.

These steamers have excellent accommodation for first and second-class passengers.

C. S. BAXTER, Agent,
Metropolitan Block, 809 Government St.
Phone 739.

To the KLONDIKE GOLD FIELDS

Steamers from Puget Sound and British Columbia ports connect at Skagway with the daily trains of the White Pass & Yukon Route for White Horse and intermediate points.

</

SOCIAL AND PERSONAL

George Johnston returned from Seattle by the steamer Princess Victoria.

C. V. McConnell, of Vancouver, is in the city.

Miss Lottie McCallum left last night via the C. P. R. for Edmonton.

E. A. Morris returned to Vancouver last night on the Princess Charlotte.

Dr. Gibbs went over to Vancouver last night on the Princess Charlotte.

Mrs. H. Jackson, of Toronto, is visiting Mr. and Mrs. G. L. Rayner, 1504 Fernwood Road.

R. Woods arrived home from the Sound as a passenger by the steamer Princess Victoria yesterday.

J. P. Babcock returned from the Sound yesterday morning as a passenger of the steamer Princess Victoria.

R. P. Rithet arrived from San Francisco by the steamer Princess Victoria yesterday morning.

Mr. D. J. Burns, of the custom house staff, left town on Saturday for a tour in California.

Mrs. Phillip Austin and Miss Leeming, 554 Nlagara street, will not receive this afternoon.

Mrs. Gaudin, Craigflower road, was hostess yesterday afternoon at a bridge party.

Mrs. E. J. Hearn, of Kingsley, Foul Bay, will not be receiving on the first Thursday in March.

G. R. Ford left yesterday afternoon via the Northern Pacific on a business trip to Winnipeg.

T. L. Beaven went over to Vancouver last night on the Princess Charlotte.

Mr. and Mrs. McKay and family left last night via the C. P. R. for Winnipeg, where they will reside in future.

F. A. McDonald left last night via the C. P. R. on a visit to St. John, N. B.

Clifford Johns returned from Vancouver yesterday, where he has been spending a few days with friends.

HACKS

Driving loads, one or four persons, single hour, \$2.00; over an hour and a half, \$1.50 per hour, within the city limits.

VICTORIA TRANSFER CO., LTD.
Telephone 129.

Mrs. P. Houghton leaves on Wednesday via the C. P. R. and the Allan Liner Hesperian, on an extended visit to the Old Country.

C. E. E. Usher, assistant passenger traffic manager of the C. P. R. western lines, left last night on the Princess Charlotte for Vancouver.

C. J. Pendray, of the B. C. Soap Works, Limited, left last night on the Princess Charlotte on a short business trip to Vancouver.

Mrs. Watt, from William Head, and her guest, Mrs. Macaulay, of Vancouver, spent the latter part of last week in Seattle.

Mr. and Mrs. James Grey, from Winnipeg, arrived in Victoria on Sunday, where they intend staying until the early summer.

W. Sloan, ex-M.P. for Comox-Atlin, and wife, were among the passengers of the steamer Princess Victoria from Seattle yesterday morning.

Mr. and Mrs. E. V. Bodwell were among the arrivals by the steamer Princess Victoria yesterday from Seattle.

Dr. Tunstall, of Vancouver, accompanied by his daughter, Miss Gwendoline Tunstall, is spending a few days in Victoria.

Mrs. Day, who is the guest of Mrs. J. J. Bandfield, is in Vancouver attending the meeting of the Local Council of Women.

Mr. and Mrs. Dunbar Taylor, of Vancouver, were in town last week for a few days to visit their son, Mr. T. Taylor, who is a patient in St. Joseph's hospital.

The "Agenda Club" have issued invitations for a dance to be held in the A.O.U.W. hall (downstairs) tonight. Refreshments will be served. Heater-Bantley orchestra.

J. S. Shenton, son of Captain Shenton, of the yacht Dolaura, will leave in a few days via the C. P. R. and the Empress of Ireland, on a visit to the Old Country.

Griffith R. Hughes leaves today via the Overland route for a short visit to Pasadena and California points, whither Mrs. Hughes has preceded him.

W. W. Broughton, general traffic manager of the Great Northern with headquarters at St. Paul, Minn., and M. J. Costello, assistant traffic manager at Seattle, of the same road, spent yesterday in the city on one of their regular trips. They left last night for Vancouver.

Among the passengers on the Princess Charlotte last night for Vancouver were C. M. Macleay, C. D. Rand, S. H. Bowman, A. E. Green, Miss Larson, J. McCartney, W. P. Kenny, J. R. Miller, S. R. Naden, A. Cruickshanks, G. A. Keefer, W. H. Stanley, M. Campbell, C. Spencer, Dr. Baker, T. Price.

Mr. Ernest Bonner, from Brighton, Sussex, England, who has been in Victoria for the past week as a guest at the Empress, has left for Ashcroft en route for Barkerville, where he has mining interests, and where he intends spending the next few months, after which he will return for a short visit to Victoria before proceeding to England.

Miss Ada Murcutt, who is well known in Victoria, was married in Vancouver yesterday morning to the Rev. A. T. Robinson, of Summerland. The ceremony was performed by the Rev. Dr. Spencer. The happy couple will reside in Summerland, where the Rev. A. T. Robinson is interested in fruit farming.

ESTIMATES PASSED BY OAK BAY COUNCIL

Important Session of Representatives Adjacent Municipality Yesterday

An important session of the Oak Bay council was held last evening when two questions of exceptional interest were introduced. The first was the passing of estimates for the ensuing year aggregating \$19,200 and the second the adoption of Councillor McGregor's resolution providing for the abolition of the assessment on property improvements, the debate on which is published in another column. There were present Reeve Henderson and Councillors Oliver, McGregor, Noble, Newton, Colbert and Pemberton.

A report was read from the law committee the purport of which has already been published. It was adopted.

The roads, sewers and bridges committee also submitted their report. It was adopted without discussion.

Councillor Newton explained that nothing definite had been done towards procuring a place of detention for unruly characters up to the present.

Emphasises was laid on the point that it was not intended to construct a jail but only to provide a house for locking up extreme cases overnight by Councillor Oliver. He said that apparently there was some misunderstanding with respect to this matter. The clerk then read the report from the joint committees on water supply representing Saanich and Oak Bay.

The law committee reported the drafting of an agreement between the municipality and Kirby & Co., the owners of a large division of property regarding the assessment of their buildings. It had yet to be approved by both parties concerned. This was adopted.

Roads and Sewers

A second report from the Roads, Sewers and Bridges committee was read, it being stated that a meeting was held on Monday the 1st of March at which were present Reeve Henderson and Councillors Oliver, McGregor, Pemberton, Noble and Colbert.

The application of A. C. McCallum for certain improvements to Foul Bay road had been referred to the government and city committee to take up with the city council.

Crease and Crease had written with respect to the establishment of a piggery in the district by Hong Yuen & Co. It had been agreed that the matter would be investigated.

A letter from Dr. C. J. Fagan, provincial health officer, suggesting that arrangements be made by the municipality for the supply of a quantity of anti-toxin in case of the outbreak of diphtheria in the district had come up for consideration, it being decided, unanimously, that the proposal outlined be acted on without delay.

In regard to a request that a certain section of Foul Bay road be connected with the water system by four-inch pipes it was decided, after some discussion, that the work be undertaken and that it be done by contract.

The engineer had been instructed to check up a report received from the plumbing inspector.

A report had been asked from the engineer as to the statement that water connections were being made too near the surface.

After dealing with a number of matters of minor importance the estimates for the ensuing year had been submitted and passed. They follow:

Board of School Trustees.....	\$1500
Roads and Bridges.....	\$7500
General Expenses.....	\$5000
Extraordinary Expenses, Sinking Funds, etc.....	\$2700
Contingencies.....	\$2500

The report was adopted without discussion or dissension.

Local Improvement.

Councillor Oliver spoke of the roads which had been laid under local improvement stating that they were full of cuts and he suggested that the engineer arrange to go over them with the grader.

The engineer replying asserted that it was proposed to undertake this work without delay.

Following this Councillor Newton asked whether there was any bylaw which prevented the construction of such residences as one that had been placed on Prospect road.

The opinion of Councillor McGregor was that the council had such power, the clause giving it stating that no building could be erected that depreciated the value of the adjoining property.

Clerk Floyd on request read the clause in question.

"It was a shocking section" Councillor Oliver thought.

He wanted to know how the engineer could go to any person and say "your house is ugly and incongruous." It was absurd.

Councillor Noble affirmed that the bylaw could not be worked.

On motion it was decided that the matter in question, and any others of a similar character that might come up, be referred to the law committee.

"Why should this be taken out of the hands of the roads, sewers and bridges committee?" asked the Reeve.

"Because the law committee must try to suitably revise the clause read," was the reply from Councillor McGregor.

The motion carried.

There was some discussion regarding the calling for tenders for the supplies used by the municipality. It was decided that lists of the requirements be prepared.

Councillor Oliver moved that an advertisement be placed in the Victoria Colonist and Times announcing that those residents of the district who wanted works of local improvement should submit their petitions by the 15th of April. This carried.

The annual report of the auditor was read as follows:

I beg to report having completed my examination of your books, together with the vouchers relating thereto, and certify that in my opinion the

annexed balance sheet is a true and correct statement of the affairs of the corporation on 31st Dec. 1905.

The annexed revenue and expenditure statements of the municipality and of your board of school trustees have been examined by me, together with the vouchers relating thereto, and I certify that in my opinion they are also correctly stated.

I notice that you have adopted some of the suggestions made by me in my last report, and I would venture to compliment you on the very efficient manner in which the clerical matters pertaining to your corporation are carried out.

ALBERT F. GRIFFITHS,
Chartered Accountant.

The clerk reported that the assessment roll would be returned by the end of March.

It was moved that A. F. Griffiths, the auditor of last year, be reappointed. This passed without discussion.

Councillor Newton, seconded by Councillor Pemberton, moved that both city papers be subscribed to by the municipality in behalf of the clerk.

Councillor McGregor's motion anent taxation on improvements then was discussed and carried, an even vote of the council being swung in favor of the abolition of such taxation by the Reeve's casting vote.

The meeting then adjourned.

FULL COURT FINDS ARBITRATION VALID

City's Contention Upheld on Appeal in Victoria West Proceedings

The Full Court, consisting of Chief Justice Hunter and Justices Morrison and Clement, yesterday unanimously reversed the finding of Mr. Justice Martin who recently granted a writ of prohibition stopping all further proceedings in the Victoria West Arbitration case. The city was represented by W. J. Taylor, K.C., and Thornton Fell, but the applicant, Mrs. Ward, was not represented. In the court below the case for the applicant was argued by E. V. Bodwell, K.C., and R. T. Elliott, K.C., but the latter gentleman declined to appear yesterday.

The fact of the respondents to the appeal not being represented immediately became a matter of comment, and Mr. Justice Morrison evinced at first a disinclination to proceed if a short adjournment would procure the presence of Mr. Elliott. However, Mr. Taylor said that Mr. Elliott had been present when the application for a special sitting of the Full Court to hear this case had been made, an application which had been strongly opposed. He had also been served with notice of the date fixed and had by letter signified his refusal to attend. Mr. Taylor said that this refusal was based on the ground that the case should await the ordinary sitting of the court.

The chief justice also stated that he had understood that to be Mr. Elliott's objection. He had, however, pointed out that special sittings were not infrequently held for the purpose of hearing appeals from injunctions,

and this was in the nature of an injunction. Mr. Taylor had also stated that one of the reasons for pressing the appeal was that the city wished to have an opportunity of appealing to the legislature in case the Full Court agreed with Mr. Justice Martin in holding that the act upon which the proceedings were based was faulty. Mr. Elliott had objected to this, but the chief justice thought that it was a very strong argument in favor of granting the special sitting.

Mr. Justice Irving sent for authorities and quoted a case in the local courts in which such sitting had been held to be legal upon the permission of the chief justice being first obtained. Justice Morrison withdrew all objection to hearing the case, and the arguments proceeded.

Objections of Counsel

Mr. Justice Martin not having written his judgment, Mr. Fell was asked what were the principal points raised by counsel in the original application. He replied that it was objected that the bylaw and the act upon which it was based could not be construed as the city had done. The assessment should have been levied on the whole city, this being indicated by the omission of the word "said" before official map in the act. This it was contended made the map referred to an official map of the whole city, not the official map of Victoria West. Another point raised was an error in the map, which was a clerical error in the original map, which was referred to. It was also contended that the plaintiff had never submitted to the jurisdiction of the arbitrator.

In giving judgment the chief justice said that it was extremely unfortunate that they did not have before them the written reasons of the learned judge who had heard the case, as it might be that he had been influenced by other considerations than those raised by counsel and which might not be brought to the attention of the Full Court. He justified the holding of a special sitting of the court in the circumstances, and continuing said that with regard to the difficulty felt over the words "official map," that it might refer to an official map of the whole city, he thought that it had been made sufficiently plain that there was no official map of the whole city, though there were different official maps of various portions of it. The intention of the legislature in the statute in question, clearly was to create an official map of Victoria West and to settle the boundaries of the streets in that district, and it was the duty of the court to give effect to such legislation if it were possible. He thought that the words official map and official plan clearly referred to the same document all through, and that the legislature clearly intended that the assessment should be levied on Victoria West only on the local improvement plan.

In section 2 of the bylaw the expression that, the submission to arbitration should be "save as hereinafter appears" merely meant that a liability created as provided in the bylaw. He also thought that the fact that the plaintiff had before that tested the proceedings by an appeal by case stated, constituted a very substantial submission to the jurisdiction of the arbitrator. The point of jurisdiction had not been raised in that appeal.

As to the misprint, the reference

could be omitted altogether as mere surplusage without impairing the intent of the clause. In the construction of a statute it was common for the court to omit words of surplusage, although they would seldom or never insert words. In this way effect would be given to the act. The appeal would be allowed with costs in both courts.

Mr. Justice Irving agreed with the chief justice for substantially the same reasons. Mr. Justice Morrison also concurred. He stated, however, that he would have had considerable difficulty in deciding to what the words "official map" referred. Had he not been assured that there was no official map of the city of Victoria. That fact, which appeared in the evidence, removed much of the doubt. He thought that the enactments were inaptly drawn. He expressed his agreement with his brother judges on the other points.

Hayes vs. Dorando.

New York, March 1.—Hayes and Dorando will meet for their race over the Marathon distance on March 15, in Madison Square Garden.

Cobalt Shipments

Toronto, March 1.—Cobalt ore shipments to February 27 totalled 4,423 tons.

WELSHMEN CELEBRATE DAY OF PATRON SAINT

Second Annual Banquet is Held Cymrodorion Society is Formed

Victoria has now its "Cymrodorion Society." Last night, on the occasion of the celebration of St. David's Day, the day honored by all true welshmen and women, the local sons of Wales enthusiastically decided to form a society here. In other cities of Canada similar societies exist but hitherto Victoria Welshmen have been without any organization. At the second annual banquet given by Victoria Welshmen in Sir William Wallace hall last night the society was organized, officers elected and steps taken to make the organization fulfill the objects which are hoped for. Over eighty Welshmen and women attended the event, which was a thoroughly successful affair. The dinner was excellent, the programme of songs thoroughly enjoyed and all united in declaring the event to be a happy augury of the success of the society which will in future occupy a leading place among local patriotic organizations. The following officers of the Cymrodorion society were chosen:

Honorary Presidents—Dr. O. M. Jones, David Spencer, sr., Edwin John and Griffith N. Hughes.

President—Dr. Leeder.

First vice-President—A. Petch.

Second Vice-President—C. Moses.

Secretary—R. Thomas.

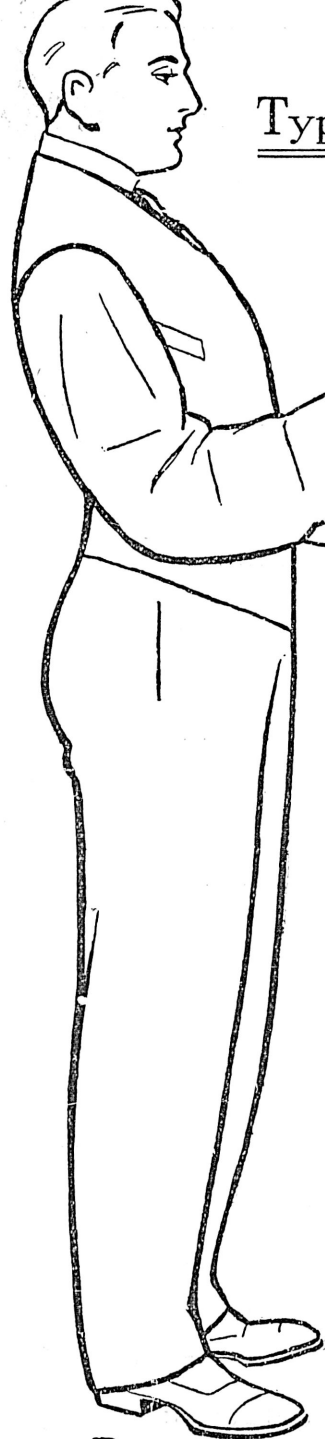
Treasurer—Steven Court.

Organist—J. M. Morgan.

Committee—John Lewis, W. Williams, J. Bennett.

Dinner was served sharp at 8.

(Continued on Page Fifteen)



Where one can get the Real Semi-ready Type B.

Of the seven distinct types of Semi-ready Tailoring Type B has the largest sale, for it is the type of the Average Man.


Type B is subdivided into five variations:

- Normal.
- High Shouldered.
- Over Erect.
- Round Shouldered.
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No man, matters it not what be his height, girth, shape or figure, but may get a perfectly fitting garment from out the Semi-ready wardrobes.

Semi-ready Tailoring appeals to every man but he who is vexed with improvements. It is the improved and modern method of selecting dress of the correct address. Finished-to-measure in two hours, the wearer of Semi-ready clothing can always forejudge its suitability to his individual expression.

Only the millionaire can afford to waste money buying cheaper suits than Semi-ready, and there is no gain to the man who pays more. Cheap suits are too expensive for any but the rich.



Semi-ready Business Suits, Sacks and Morning Coat styles, in fine English worsteds and tweeds, at \$18 and \$20.

Semi-ready Frock Suits, of fine Cheviot and Vicuna cloths, silk-faced and all silk-lined, at \$25, \$30 and \$35

Semi-ready Tailoring

Where to get it:

New Spring Goods

ARRIVING DAILY AT THE

Semi-ready Wardrobe

SUITS, from \$35.00 down to.....	\$15.00
TROUSERS, from \$8.00 down to.....	\$3.00
DRESS SUITS, from \$35.00 down to.....	\$25.00
TOP COATS, from \$30.00 down to.....	\$15.00
TUXEDO JACKETS, from \$20.00 down to.....	\$15.00
FROCK COAT AND VEST.....	\$25.00

All the Newest Shades and Patterns to select from. Also the most Fashionable Styles for Men's Wear; 5,000 garments carried in stock, all cut on the

Physique Type System

Every garment guaranteed to retain its shape. Look for the price label inside the pocket.

New Hats! New Shirts!! New Gloves!!! Examine our stock before buying elsewhere. No trouble to show goods. New Spring samples for special made-to-measure suits just to hand.

B. Williams & Co.

CLOTHIERS AND HATTERS

Sole Agents for Semi ready Tailoring 614 Yates Street



The Semi-ready Frock, silk-faced \$20 to \$25

Old styles and old ways were good enough in the pioneer days, but with the growth of wealth and culture we want something better.

Semi-ready tailoring is of certain quality, and the designs are an artistic improvement on the custom-made clothes. Semi-ready clothes are not ready-made clothing

Whether it be a \$15 Sack Suit or a \$30 Frock—the Certificate of Surety goes with every Semi-ready garment.

Semi-ready Tailoring

VICTORIA REAL ESTATE

B.C. LAND & INVESTMENT AGENCY
922 Government Street
LIMITED
Victoria, B.C.

MEADLANDS

Lately Known as Dr. Powell's Farm

THIS is one of the most beautiful and best watered farms in Saanich and having a large water frontage on Union Bay, has been subdivided and placed on the market at the following prices: WATER FRONTAGE in 7 acre blocks at from \$250 to \$300 per acre. The remainder in 12 acre blocks a large portion of which is under cultivation, at from \$150 to \$200 per acre. TERMS: One-third cash, balance in one and two years at 7 per cent. Call for a map.

YATES ESTATE, Victoria Arm, lots still going at from \$150 to \$500 each; \$25 cash and \$10 per month will buy any of them. Reduction for cash and allowance for acreage.

FIRE INSURANCE WRITTEN—PHOENIX OF LONDON.

FARMS—ASK FOR PRINTED LIST

A SNAP

\$350 PER ACRE IS A SNAP

Many people are waking up to the fact that money properly invested in Vancouver Island real estate will pay better than a trip to the Klondyke.

Here's a Good Suggestion

Saanich Inlet, facing on Union Bay, with fine sandy beaches, 25 acres of fine, cleared land, which we will subdivide into tracts to suit purchaser.

A Fine Buy At \$350 Per Acre

P. R. BROWN, LIMITED

Telephone 1076. Real Estate, Financial and Insurance Agents. 1130 Broad St.

Worth Double

PRICE \$6300

Worth Double

This property has a frontage of 363 feet on Richmond Avenue, by 120 deep, and cornering on Oak Bay Avenue. The land slopes gradually to the street (cement sidewalks, sewer, etc.) Part is in orchard, and part has been used for athletic grounds. The house is situated on the corner 100 x 120, leaving 263 feet on Richmond Avenue for subdivision. These five lots will sell at \$1,000 each, which to make a reasonable profit, would leave the house to sell for \$3,500. The house contains twelve rooms, and is well arranged—only needs cleaning. Eight bedrooms, bath, toilet, etc., etc., and is

At a conservative estimate it couldn't be replaced for \$6,000. There is absolutely no question but that this is one of the cheapest high-class investment properties ever offered in Victoria. Title deeds at our office.

Insured for \$5000

Pemberton & Son

- - - 625 Fort Street

VICTORIA, B. C.

SEA VIEW
(WORK ESTATE)
Corner Summit Avenue, Arthur and Blackwood Streets.

for only

\$1,050

110x160 ft.

A splendid building site, with fine oak trees and very little rock. Water main on Summit Avenue.

Established 1858

A. W. BRIDGMAN

Telephones 86
41 GOVERNMENT STREET

\$1150

Half an Acre all Cleared and Under Cultivation

with good two-room cottage, city water and electric light. Twenty young fruit trees. Good chicken house. This property is situated in good locality, and within five minutes walk of street car. Owner needs money and has reduced his price \$500.00. This is a good buy.

GRANT & LINEHAM

Telephone 664 634 VIEW STREET, P.O. Box 307
Money to Loan. Fire Insurance Written.

FOUR GOOD BUYS

PRINCESS STREET—Two houses of six rooms, on lot 60 x 120. An A1 buy at.....**\$5250**

PARSON'S BRIDGE—Good brick and stone house, stables and outhouses. 120 acres land, about 12 acres cleared. Large quantity timber. Easy terms. Price.....**\$7500**

GRAHAME STREET—Six-room bungalow, barn and stable. All modern conveniences. Lot 51 x 125. Price.....**\$2900**

CORNER MEDINA AND SIMCOE STREETS—Eight room house, fireplaces in four rooms, electric light, hot and cold water. All conveniences. Price.....**\$4000**

BOND & CLARK

Phone 1092 614 TROUNCE AVENUE Phone 1092

TO RENT

Well Furnished Eight Roomed Modern House on Gorge Road

TO RENT

GRAY, HAMILTON, DONALD & JOHNSTON, LIMITED, 63 YATES ST.

TELEPHONE 663 VICTORIA WINNIPEG REGINA TELEPHONE 633

VICTORIA REAL ESTATE

VICTORIA RESIDENTIAL LOTS

ADMIRAL ROAD—60 x 120, a corner. Good soil.
Price\$300
NELSON STREET—60 x 100, a corner, close to water.
Price\$250
ADMIRAL ROAD—Two large lots, double frontage.
Price\$700
LYALL STREET—54 x 120. Price.....\$350
CRAIGFLOWER ROAD—Two lots, 50 x 109 each.
Price of each.....\$600

PINE STREET—On south side. Price.....\$500
ROCKLAND AVENUE—Corner St. Charles street.
Several choice large lots at moderate prices.
OAK BAY AVENUE—Corner Richard, two large lots,
120 x 135. Price\$2,250
OAK BAY AVENUE—Corner Fell street. Price...\$770
DAVIE STREET—Corner Cowan, two lots. Each, \$700
CHAUCHER STREET—North side, 50x125. Price, \$425

ESTABLISHED
1890

R. S. DAY & B. BOGGS

TELEPHONE
30

620 FORT STREET, VICTORIA, B. C.

OTTER DISTRICT—160 acres, 75 acres cleared and fenced, some fine large trees, balance easily cleared. Over 120 acres arable level land, 25 miles from Victoria on the main road. Two living streams all the year round in which trout abound, and miles and miles of cattle run adjoining. All mineral and surface rights go with the property. Price, per acre, \$50 cash
GOOD BUILDING LOT, Esquimalt Road, near city boundary, 60 x 135, with small house. Cash\$1,500
VERY CHOICE CORNER LOT, Cook and Fort Streets. One-half cash, balance three years at seven per cent. Price\$4,750
GOOD BUILDING LOT, corner Oak Bay Avenue and Fell Street. Small cash payment, balance at seven per cent, will take this lot. Price, \$770
NEW BUNGALOW—Five rooms. 1/2-acre lot, close to Gorge, ideal spot. \$1,000 cash, bal. at 6 per cent, minimum payment \$30 per month....\$4,750
GOOD BUSINESS SITE, Pandora Street, close to Douglas. Half cash, \$4,250
VERY DESIRABLE SEVEN-ROOM HOUSE—Fully modern, almost new. On Heywood Avenue. Owner leaving the city—must be sold....\$4,250
CHOICE, FULL SIZED CORNER LOT—On Government Street. Will shortly be \$10,000, now for.....\$7,500
BUNGALOW—Five roomed, new, fully modern, Government street, close to car line, part may remain at 6 per cent.....\$3,600
178 ACRES, fronting on Sooke Harbor. 30 acres under cultivation, 1 acre orchard. Good 7 roomed house and outbuildings, good well. School on the lot. Stage passes the door. Easy terms.....\$4,000

J. MUSGRAVE

Cor. of Broad and Trounce Ave. Money to Loan on Approved Security

ARE YOU LOOKING FOR A HOME OF YOUR OWN?

ONE OF THE FINEST BUILDING LOTS IN THE CITY—Concrete walks, boulevards, sewers, water, macadamized roads, close to car and school. Worth \$800, will sell for \$600, on monthly terms. For a building site you can't beat it. THE PICK OF THEM ALL—Lot No. 3 Duchess street, high and dry, good land. \$650. \$10 per month.
CORNER LANGFORD STREET AND FULLERTON AVENUE—Fine lot, modern conveniences\$575
CORNER OF ST. CHARLES AND ROCKLAND AVENUE—See us for exceptional values for a fashionable residence.

160 ACRES METCHOSIN—25 acres cultivated, good buildings and orchards. Price\$2,800
FARM, HAPPY VALLEY—30 acres cleared, log house, barns, etc., fruit trees. Your own terms\$5,500
FIVE-ROOM HOUSE, close in, Fernwood Road, all modern, easy terms.....\$2,350
FIFTY-FIVE ACRES—3 1/2 miles from city. Per acre.....\$150
SIX ACRES—House and barns, 3 1/2 miles from city. Easy terms.....\$3,500
SIX-ROOM HOUSE—Johnson street, new and modern\$4,000
SIX-ROOM HOUSE—McPherson Avenue, new and modern. Monthly terms..\$3,500

TO RENT GOOD FIVE-ROOM HOUSE—West Victoria. Per month.....\$12 TO RENT

McPherson & Fullerton Bros.

618 TROUNCE AVENUE

TELEPHONE 1377

Here is a BARGAIN No doubt about it!

A fine corner block of very choice property on Fort Street car line, 165 x 200 feet, frontage on two streets. Sewer, city water, electric lights and granolithic walks.

This would make three fine lots on which three good houses could be built, and even four if thought advisable. This is a splendid speculative proposition, as property very close to this and no better is held at \$1,000 per lot.

We strongly advice you to look into this offer, and use your own judgment. \$1,500 will take this whole block on easy terms.

We firmly believe this to be a money maker.

LATIMER & NEY

629 FORT STREET COR. BROAD

COSY HOME

ON MEDINA STREET—Practically new built last summer, choice location, fine street, boulevard and sidewalks, close to park, beach and school, three bedrooms, kitchen, parlor, diningroom, bathroom, toilet room, pantry, basement, sewer, electric light and all piped for furnace. Immediate possession and easy terms of payment. Price only.....\$3500

Snap on Johnson St.

Owner is forced to sell and will accept any reasonable offer for her choice close-in property on Johnson street. Has 90 foot frontage, with orchard and cottage of eight rooms. Would make an excellent buy for a builder, as an additional house could be built on the vacant ground and sold at a good profit. About \$1,500 cash is all that is required to handle this proposition.

T. P. McCONNELL

Corner Government and Fort St. (Upstairs).

DOUGLAS STREET—Five room house, modern. Lot 30 x 110. Rents for \$18. Terms\$2,000

\$200

Will buy 8-room house facing Esquimalt Road in city limits. Lot 85x120. Nice garden and fruit trees. Bal. very easy terms.

\$2,600

Will buy a 9-Roomed House and Lot on Blanchard St.

E. A. HARRIS & CO.

INSURANCE

615 FORT STREET

MONEY TO LOAN

Two nice lots on Bank street, \$600 each, one-third cash.

One lot on Grant St., \$750, good building site.

Three lots on Linden Avenue, \$1,050 each, half cash.

Two lots North Hounslow Road, just off Oak Bay car line, \$500 each, half cash.

Six lots on Wilson and Cowan Sts., at \$10 per foot frontage, sewer on these streets, will advance cash for building on these lots.

Two lots, Denman St., only \$600 for the two.

3 1/2 acres Oak Bay, all cultivated and in fruit (large and small), a bargain at \$4,500.

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The Quality Musical Play, with Homer B. Mason.
75—PEOPLE—75
Prices—50c., 75c., \$1.00, \$1.50. Boxes, \$2.00. Seat sale open 10 a.m. Saturday, Feb. 27th.

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In Aid of Benevolent Fund of the British Campaigners Association.
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NOTICE

In the Matter of the Estate of John Graham Cox, Deceased.

Notice is hereby given pursuant to the Trusts and Executors Act, 1888, that all creditors of the estate of said deceased are required to present their claims duly verified to the undersigned solicitors for Frank Adams and William Cox, Executors of the said estate, and all persons indebted to the said estate are required to pay such indebtedness to the undersigned forthwith.
Dated at Victoria, B. C., this 16th day of January, A. D. 1909.
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WILL NOT INTRODUCE A PENSION BILL

(Continued from Page Five)

Increases, \$25,000, was \$950 less than the amount provided for increases the previous year. It was false economy to pay too low salaries, and the government believed that the civil servants should receive as high salaries as employees of business houses received for similar services. In the larger departments the responsibilities were great, and it behooved the government to place its employees in a position above reproach, at least on an equal footing with employees of commercial houses.

To Encourage Merit

Instead of providing a flat increase to civil servants, the bill contained clauses intended to encourage young men to enter the service. Those entering at the age of 19 received \$35 a month, and in four years would receive \$47 a month, while those entering at 20 years of age would receive \$47 a month, the principle being that the four years additional education made up for the four years spent in the service. This was done to encourage merit and ability.

Grading was vital to secure practical efficiency and the practical working of this bill and so provision was made for the appointment of not more than three qualified persons to regrade the staff. This work was to be done in six months from March 31, next, and the allocation of the \$25,000 was made in the estimates as from that date.

Any employee who was dissatisfied by the classification will have the right to appeal to the Civil Service Commission, and the decision of that body will be final.

The government endeavored to lay down the principle that the work done by the civil servants is the criterion by which they will be judged and that their advancement will depend on their own efforts. The main object of every clause of the bill was to lay a permanent and comprehensive basis for the most complete and satisfactory civil service the government could devise.

Dr. Young said that he would lay on the table a copy of the proposed superannuation bill for examination by the members. In view of the large number of the civil servants who were reaching the age of superannuation, the government could not afford to extend the present system very far. The haphazard system prevailing now actually cost the province more than a regular system would. Last year 54 per cent of the staff was over 40 years of age; this year the proportion was 57 per cent. At this rate of increase the province would be called upon to bear a burden that would be a great demand upon the consolidated revenue unless some special provision were made to meet it.

Dr. Young spoke briefly of the suggestion made last session by the member for Chilliwack, regarding the extension of the pension system to include teachers. He said that the majority of teachers are indifferent to the scheme. Cards sent last summer to the 850 teachers in the province brought only 47 per cent replies. Twelve to fifteen per cent of teachers remain in the teaching profession permanently, while four years is the average term of teachers.

Another objection was the manner in which teachers are paid, a part of their salary coming from municipalities. If a contributor scheme were inaugurated, there would be a difficulty in settling the parties to contribute. Again, teachers changed frequently, a year being the average term of a teacher in one school. Dr. Young suggested a system like the English educational pension fund, which is an entirely independent fund.

Some Criticisms
Mr. Oliver (Delta), said that the superannuation bill was withdrawn last session because it was unworkable. He said that the provincial secretary had not understood it himself. Mr. Williams (Newcastle), said that the "pull" would still work in the civil service appointments.

J. H. Hawthornthwaite (Nanaimo), did not support the proposal to pension civil servants but he thought that it should be brought into force only when a general pension scheme for the workers should be devised. The Socialist party held that the workers whatever the nature of his occupation, providing it was of an essential nature was worthy of the same remuneration as the highest official in the land.

The worker was the man who made possible the reward gained by the alleged head of the business and he was entitled to a share of it. The man who with millions at his disposal could not find when placed in the box, give the most ordinary details of his business.

He animadverted to Dr. Young's remarks with regard to the teachers, a grossly underpaid class and evoked a further explanation from Dr. Young regarding the cards, which the minister had stated the teachers had neglected to fill out and return, and which were to be based the pension calculations.

The bill without further comment passed second reading.

Parker Williams (Newcastle), resumed the debate upon the second reading of the Bill to amend the Bush Fire Act. The provisions of the bill would interfere with the clearing of land.

Mr. Oliver (Delta), said that the government had to choose between two things. The settler was to be allowed to go on and clear his land as he best could; or he was to be stopped at certain seasons. It was practically impossible for him to clear his land commencing in October.

The bill passed second reading.

proposed that regulations dealing with the inspection of milk be incorporated in the act.

Mr. McBride's bill to amend the Inspection of Metalliferous Mines Act was given second reading. Its aim was to enable the department of mines to change the code of signals in use in mines in the province as need arises. This bill had been introduced at the afternoon session.

Hon. Dr. Young moved second reading of his bill to provide for the inspection of hospitals, sanitariums and other institutions of the kind. He explained that the charge on the consolidated funds of the province was set against the government should have some supervision over all institutions of this nature. The object of the bill was to place all these institutions on the same plane. The bill passed second reading.

The report on Mr. Ellison's bill to enable the Goldstream Estate Company, Limited, and the White River Irrigation and Power Company, to amalgamate their water rights, was adopted, as were amendments of the Prince Rupert and Port Simpson Railway and the Graham Island Railway bills.

When the adjourned committee on the Goat River Water, Power & Light Company was announced, Mr. Schofield promptly shouted "Pass," and the House adjourned.

The Vancouver and Northern Railway bill (Mr. Garden), was considered in committee. It was reported complete with minor amendments of the Finance Department.

The Telephone Clause.
Mr. Macgowan brought in again the "telephone" amendment, thrown out by the private bills committee. He said he believed it was a step in the right direction that the city should control its public service.

Mr. Ross (Fernie), asked the House to ratify the finding of the committee. He said the matter had been well considered. The convenience of the telephone service, and the possibility of the government taking over the telephones had been arguments against the clause.

Mr. Macgowan said that the city only asked for itself what it could grant to others. It was a matter of self government.

Mr. Munro (Chilliwack), said it was a matter of self defence for the city to take over the telephones. He said that Chilliwack had been compelled to install its service for this reason and it had been a success.

Mr. McPhillips (The Islands), spoke of the difficulty a city would experience in getting outside connections. He said that there was a certain duty owed to a company that had expended capital in furnishing a public service.

Dr. McGuire (Vancouver), explained that Vancouver had always found difficulty in dealing with the B. C. Telephone Company. In many cases the company would not put in telephones unless they were given the right to put their poles down the streets instead of the alleys. If the people of Vancouver were willing to put up with the inconvenience of a dual service, the legislature should not stand in the way.

Mr. Macgowan said that the company had grown rich on the exorbitant charges made on the people of B. C. He said that on Comox street it was impossible to get a telephone, on account of differences between the city and the company. There had been trouble continually with the company. Mr. Henderson (Yale), cited the cases of Seattle and Ottawa where a double telephone service had proved a nuisance. He upheld the finding of the private bills committee.

Mr. Hawthornthwaite (Nanaimo), suggested that this clause be inserted in the Municipal Clauses Act, so that all municipalities might take advantage of it.

Mr. Oliver (Delta) said there was power in the law to establish a board to see that the company carried out the terms of its charter.

THE PNEUMONIA SEASON

MORE DEATHS FROM PNEUMONIA THAN FROM TUBERCULOSIS.

Pneumonia an Infectious Disease. It Can Be Prevented—A Remarkable Record.

[From the Des Moines Register and Leader.]

"Why has this season of the year become known as the pneumonia season? Why during the closing week of the old year were there more deaths in Chicago and New York from pneumonia than tuberculosis? Why are pneumonia and related bronchial troubles beginning to take the place of tuberculosis as the dread scourge of city life? Simply and solely because we are devoting too much ingenuity and energy to dodging the fresh and invigorating winter air that every twelve months refrigerates our latitude.

It is believed now that pneumonia is an infectious disease, and that in the cities where the death rate is growing so rapidly it is communicated in the heated and crowded cars. A nickel is so small, and the cold air is so chilling, that the American people are forgetting how to walk. The old time red nostril and a native face on an average of once in the twelve months, or even the red of a chilly and pinched nose. We are getting afraid of the climate, and as a result, the climate is taking its revenge.

The mere habit of turning up coat collars has killed thousands of people, and the fur bon has a long list to its account, for no part of the human body becomes delicate more quickly because of superfluities covering than the throat. And yet we are multiplying devices for turning up more coat collars. It is not too early to recognize that this is all wrong, that our climate is here to stay, and that if we are going to live in it with comfort, we must accommodate ourselves to it. It will pay to keep on good terms with the climate."

A great many have learned that pneumonia may be avoided by taking Chamberlain's Cough Remedy whenever they have a cold. Among the tens of thousands who have avoided the grip and colds and grip during the epidemics of the last few years, we have yet to learn of a single one having had pneumonia, which should certainly convince the most skeptical of the value of that preparation. Its remarkable cures of colds have made it a staple article of trade and commerce throughout the United States and in many foreign countries.

Mr. Mc. McInnes (Grand Forks) said that the Vancouver members probably knew the needs of their city better than others.

Mr. Cotton said that the commercial men in Vancouver were opposed to the amendment because of the inconvenience of the double telephone system. He said that it was not a good time to do anything to curtail the borrowing power of the company when it was trying to raise money to enlarge the service. As a ratepayer of Vancouver he was opposed to the city dabbling in telephones. The city had no intention of going into the telephone business, but intended to hold the right over the head of the telephone company.

Mr. Macgowan said that the two companies in Seattle were opposition companies. In this case the one concern would be a municipal concern.

Dr. McGuire said he was not prepared to say what section of the city was in Vancouver. Mr. Cotton associated with, but he did know that not ten per cent of the business people would be opposed to the amendment.

Dr. Hall (Nelson) said that all municipalities should be allowed to take over the telephone system if they wanted to.

Mr. McPhillips made a strong plea for the company stating that all the capital entailed had been raised in the province and in eastern Canada.

Mr. Belcher (Victoria) said that the company operating in Vancouver was a distinct company. He said he had to pay six months in advance for his telephone.

Mr. McPhillips said he knew all about the international telephone company. He said that a large proportion of the debentures issued by the company was held in the City of Victoria. He said it was a mistake to think that corporations in this province were paying enormous dividends. Many of them were putting the money into further development.

Mr. Oliver suggested that the amount of income tax paid by the company be looked into.

The amendment was lost on the division. Messrs. Macgowan, McGuire, Behnson and Davey voting in favor, with the Opposition and Socialists, and Dr. King (Cranbrook) and Mr. Henderson (Yale) opposing the amendment.

Mr. Oliver (Delta) moved that the committee report progress. He did not believe in going through the farce of enacting legislation at one o'clock in the morning. However, the general feeling was against the member for Delta, and he lapsed into a semicomatose state again while the chairman read the report.

The bill was carried complete without amendment.

The bill for the incorporation of the Portland Canal Short Line Railway, (Dr. Kergin) was read the second time.

Mr. Oliver again protested about the sitting continuing. He said it was an outrage, and that bills were not receiving proper consideration.

The bill to incorporate the British Columbia Permanent Loan Company (Dr. McPhillips) was given second reading.

Mr. Oliver moved adjournment of the debate.

WELCHMEN CELEBRATE DAY OF PATRON SAINT

(Continued from Page Eleven)

At one o'clock the chair of honor was occupied by Dr. O. M. Jones and the two long tables were thronged. Full justice was done to the many good things and at the conclusion of the banquet an excellent programme of songs, the majority being Welsh airs was rendered.

St. David's Day.

Dr. Jones, before the programme was commenced, made a short speech in which he thanked his many friends for the honor done him in electing him to preside at the second annual St. David's Day banquet. It was an honor which he greatly appreciated. He regretted that he was unable to address them in Welsh, but he was sure that there were many present who would not be able to understand him if he could do so. They were present to celebrate the day of the patron saint of Wales, a man who, tradition states, was very pious and learned, and to whom have been ascribed many miraculous powers. Most nations have their annual day, when good fellowship reigns and such events are, he believed, productive of much good.

Welshmen are almost as clanish as the Scotch. They are proud of their nationality and present certain characteristics which stamp them as a different people from the Anglo-Saxon. Though having been for centuries situated alongside the English speaking peoples yet even today they can be found in large numbers of Welshmen who cannot speak the English language or at least but very imperfectly. It was a strange fact that the Welsh have been able to so strongly maintain their nationality and characteristics. Patriotism is one of the strongest traits of the Welsh character. The rugged nature of the mountains and its great natural beauty have made a lasting impression on the nature of the inhabitant of Wales. Their intense patriotism makes them the very best of settlers when they arrive in this country and no better citizens can be found than those in whose veins flow the Welsh blood.

Dr. Jones expressed his surprise that there are so many Welshmen and women in Victoria. In fact he believed that there are many more who were unable to attend the second annual banquet. On behalf of the Welsh residents of the city he extended thanks to the press, which has done much in helping along, by notices, etc. the success of the event.

Excellent Programme

Following the dinner Dr. Parry's famous Welsh hymn, "Aberystwith" was sung with spirit, and after the chairman's remarks the following programme was rendered, every number being heartily applauded and encored: Song, selected, Mr. Thomas; duet, "Clydian Aberglydy," (Boys of Aberdare), the Misses Jones; "Llwyn Gwyn," (The Ash Grove), Edward Petch; song, "Bugal Haford y Gwn," (The Shepherd of Haford y Gwn), T. Roberts; song, "Y Deryn Pur," (The Dove), A. Petch; song, selected, Miss John; song, "Dear Old Home Across the Sea," Mr. Lewis; song, "Y Bugei," (The Shepherd's Song), Jesse Evans; quartet, "A hyd y nos," (All Through the Night), the Petch brothers; song, "Merch y Melynydd," (The Miller's Daughter), Miss Davies; duet, "The Flower Gatherers," the Misses Jones. A. J. Morgan acted as accompanist.

During the course of the programme Dr. Parry, in a short address, alluded to the propriety of forming a Welsh society in Victoria. He hoped that all present would join, and that society did nothing more than yearly celebrate St. David's Day. It would keep alive the traditions and love of the old land. In order that all should have an opportunity of expressing their approval or otherwise of the proposition a list of names of all those favorable to the

formation of a society was secured. It showed that the suggestion advanced by Dr. Leeder was unanimously approved of.

The objects of the Cymrodorion society were declared to be:

To hold meetings once a month to consider matters of interest pertaining to the antiquity, literature, poetry and music of Wales as well as the topics of the day.

To relieve the distressed and welcome worthy strangers who from time to time visit the city.

The membership of the society will be confined to Welshmen and women, their descendants and all ex-residents of Wales. The election of officers then took place with the above result. The question of membership fee and other matters will be considered later.

Honor Chairman

Before the evening's entertainment terminated, A. Petch, on behalf of those present, expressed thanks to Dr. Jones, who, he declared, had done so much to make this and the previous annual affairs such successes, and the singing of "For He's a Jolly Good Fellow," given right heartily with three times three and a tiger, expressed the sentiments of those present towards Dr. Jones. Cheers were also given for Mr. Petch, who with Messrs. Evans, Thomas, Court, Jones and Bennett, formed the committee by which all arrangements for this year's event were made. The evening was brought to a close by the singing of the Welsh national anthem, "Hen Wlad fy Nhadau," and "God Save the King."

During the course of the evening flash light photographs of the assemblage were taken. Those present were:

Dr. O. M. Jones, David Spencer, Sr., K. E. Jones, W. T. Williams, Mrs. F. M. Perkins, A. Trevor Bennett, Evelyn Jones, Benjamin Lewis, Mary Jones, Annie H. Jones, W. Jones, J. Maurice Thomas, M. E. Davies, Mr. and Mrs. A. Petch, Mr. and Mrs. J. L. Leigh, Mrs. E. Devereux, J. Devereux, Wm. Vaughan, J. M. Morgan, Frank L. M. Owen, Mr. and Mrs. C. Spencer, Mrs. Jonkins, John Evans, Hugh Williams, Miss Davies, E. S.leton, John S. Gray, Mrs. L. W.ans, Archibald King, C. F. Beave, Mrs. Tucker, W. H. Tucker, Thomas Roberts, J. T. Evans, J. A. Williams, Dr. F. Leeder, Mary L. Jones, Esther C. Thomas, W. Price, William Jones, Mrs. E. Davies, L. Thomas, E. Court, Mr. and Mrs. B. H. John, Miss Hazel D. John, Miss Ethel Thomas, R. Thomas, S. Kinsey, David Spencer, Jr., G. R. Hughes, T. R. Davis, D. D. Moses, G. Williams, E. E. Petch, C. Pugh, W. P. Lewis, Hugh Toach, Edwin John, J. Thomas, W. H. Claydars, T. Petch, H. Griffith, A. E. Armbruster, Sydney Petch, Thomas Kinsey, N. Pugh, T. H. Davies, W. A. Davies, J. E. Dennis, W. H. Rivers, J. W. Petch, Mr. and Mrs. J. P. Hancock, E. L. Davies, and S. W. Evans.

NEW ADVERTISEMENTS

(Too Late to Classify)

WANTED—At once, middle aged woman to take care of small household. Apply 1116 Yates St. m2

WANTED—Morning or daily employment with small family, or office work, by an English woman. Box 611 Colonist. m2

FOR SALE—One grade Jersey cow and calf in full milk. Apply W. J. Clark, Richmond Road, City. m2

LIVERY STABLE—Best equipped services. Victoria Transfer Co. Phone 129. m2

WANTED—Position as nursemaid in Oak Bay District. Apply Y.W.C.A. m2

FOR SALE—Sloop Aloha, 23 ft. cabin, 3000 lbs. net, also punt. Apply Box 608, Colonist. m2

BUNGALOW FOR SALE—in good part of James Bay, 100 yards from beach, three minutes walk from car, six rooms and bathroom and pantry, 7 foot basement under whole house, 1000 ft. lot, low price for quick sale. Get full particulars of this exceptional buy from Box 609, Colonist. m2

TRUCKS AND DRAYS—Open day and night. Victoria Transfer Co. Phone 129. m2

LOST—English setter bitch, 6 mos. old, white with tan markings. Reward at 942 Caledonia avenue. m2

TO LET—A furnished house with land, Esquimalt Rd., near greenhouse. Mrs. Hunt. m2

UNITED GERMAN SOCIAL CLUB'S Snowdrop Dance, Monday, March 1. Labor hall, Bouquets of snowdrops provided. Regular prices. m2

FURNITURE TRUCKS—\$15.00 per hour. Victoria Transfer Co. Phone 129. f12

LOST—Nugget brooch on gold bar. Finder please telephone Mrs. W. S. Stanger, 955, reward. m2

WANTED—Room and board for lady in private family. Apply stating terms to P. O. Box 281. m2

BAGGAGE—Best equipment for handling baggage to and from steamers in city zone day and night. Victoria Transfer Co. Phone 129. f12

LOST—Friday night, between Capt. Richards, Caledonia avenue and 1016 Fairfield road, via Cook St., short black Persian lamb cape, bear trimmings. Finder please return to Colonist office. Reward. m2

CARRIAGES AND HACKS—Careful drivers, prompt service, open day and night. Victoria Transfer Co. Phone 129. f12

FOR SALE—Driving horse, gentle, good traveler and hardy; suitable for ladies or family use. Apply B. W. Colonist. f27

WILL PAY SEVEN HUNDRED for S. A. Warrant. Box 613 Colonist. m2

FOR SALE—3 h.p. gasoline engine in good order. Apply Box 17, Corfield, B.C. m2

WANTED—Engagements to assist at afternoon teas, etc. Apply Cosway Corner Employment Agency. m2

WANTED—Plain sewing and machine work to do at home. Address 597, Colonist Office. m2

GLASS FRONT CARRIAGES—Splendid for sight-seeing. Victoria Transfer Co. Phone 129. f12

FOR SALE—Cheap first-class confectionery store. 598 Colonist. m2

FOR SALE—Cheap built terrier bitch pup, 5 months old. 599 Colonist. m2

TO BE SOLD CHEAP—Almost new automatic seamstress sewing machine and ladies' bike. Owner leaving city. 839 Pandora street. m2

PARCEL DELIVERY—Parcels called for and delivered to any part of the city for 10c. Victoria Transfer Co. Phone 129. m2

\$500 WILL BUY YOUR OWN HOME in James Bay, near Deacon Hill, new 6 room bungalow, cement foundation, large basement, porcelain bath, artistic design, well made. Price \$3,400. Terms to suit. Apply P. O. Box 108, m2

SOUTH AFRICAN WARRANTS wanted. Will pay \$670 cash. Apply at once to Box 615, Colonist. m2

Stocks

BONDS COTTON GRAIN PRODUCE

Also MINING SHARES. Bought and Sold on Commission.

Direct Private Wire Continuous Quotations London, New York, Chicago, and all Principal Exchanges.

WAGHORN, GYNN & CO. Stockbrokers, Vancouver. Correspondents—Osler & Hammond, Logan & Bryan, S. B. Chaplin & Co.

Corporation of the City of Victoria

Notice is hereby given that on Tuesday the 2nd day of March, 1909, at the City Pound, Chambers street, at the hour of 12 o'clock, noon, shall sell by public auction the following animal, viz.: one brown mare, unless the said animal is redeemed and the pound charges paid at, or before the time of sale.

W. Pound Keeper. Victoria, B. C., Feb. 26, 1909.

COAL AND WOOD

This is the Old Reliable Wellington Coal, per 2,000 lbs. \$7.50.

J. E. PAINTER & SON. Phone 536 Office. Residence A420

STORAGE

Free and Bonded Warehouses

W. W. DUNCAN. 535 Yates Street. Phone 1665

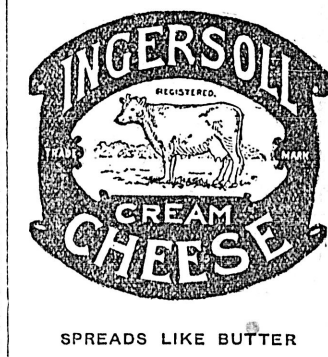
F. W. STEVENSON & CO. BROKERS

1114 Government St., 14-16 Mahon Bldg

We offer subject to prior sale or withdrawal:
1000 Can. North-West Oil... \$31
1000 Amer.-Canadian Oil... .09 1/2
1000 Alberta Coal... .07 1/2
1000 Royal Collieries... .36
1000 International Coal... .74
1000 Lucky Calumet... .07 1/2
200 Snowstorm... .17 1/2
1200 B. C. Wood Pulp... .80
WANTED—South African Scrip.

A Rare Delicacy

Sold only in 15c and 30c Blocks



F. W. STEVENSON & CO.

Brokers. Stocks, Bonds, Grain, Cotton.

1114 Government Street—14-16 Mahon Building

Members Chicago Board of Trade. Private Wire.

MITCHELL MARTIN & CO.

Loan, Discount and Financial Agents Stockbrokers

643 FORT STREET. REAL ESTATE. PHONE 1492

Money to Loan on Improved Property, and Agreements of Sale Bought

Choice crown-granted land in Bulkley Valley; also

Nechacho lands, for sale.

1,000 Portland Canal shares at... 8c

The Real Secret of Our Success

Low prices, that's the secret. It is the foundation of our business, and we know that the public realise that we do sell at the lowest possible price. We buy largely—we buy at the closest possible prices and sell accordingly. Therefore, at a time like now you can select from a big stock of new goods that are not subjected to the high prices that some firms attach to goods just opened.

Muslin Waists at Special Prices Wednesday

A Special Lot of Muslin Waists go on sale Wednesday. These were able to secure at a substantial reduction from the regular value, and offer them on Wednesday at these prices, which are very much below the regular figures.

- MUSLIN WAISTS, made of white lawn, front made of Swiss embroidery, six inches wide, with rows of tucks on either side, back made with tucks. Long sleeves with rows of tucks going round cuffs, made of tucks edged with lace. Regular value \$1.25. Wednesday **\$1.00**
- MUSLIN WAISTS, made of lawn, front has row of Swiss insertion with row of Val. insertion on either side, wide insertion on shoulder back made with tucks. Short sleeves with rows of tucks going round, and tucked cuff edged with lace. Regular price \$1.25. Wednesday **\$1.00**
- MUSLIN WAISTS, made of white lawn, the front is made of white insertion nine inches in width with rows of tucks on each side, back made with tucks. Long sleeves with rows of tucks going round, tucked cuffs. Regular \$1.75 value. Wednesday **\$1.25**
- MUSLIN WAISTS, made of white lawn, the front is made of rows of wide and narrow Swiss insertion with rows of tucks between, back made of wide and narrow tucks. Long sleeves with fine tucks and finished at wrist with lace. Regular price, \$2.00. Wednesday **\$1.50**

New Wash Dress Goods

Striking examples of the wonderful advancement in the art of printing are the Wash Dress Goods shown this season. Such beautiful creations have to be seen to be appreciated, and we invite every woman in Victoria to inspect our line of washing novelties.

- LINEN FINISHED SUITINGS—Pink, light blue, tan and mauve, herringbone stripes, white striped border. Special value **25¢**
- HOLLY BATISTE—White ground, fancy dots of blue, green, tan, sky and pink, also sky, Copenhagen, tan ground, with white and green dots. Very sheer, dainty muslin . . . **25¢**
- COTTON FOULARD—In fancy dots and checks, splendid variety of light, medium and dark shades, with and without border. Very fine, soft material, looks like foulard silk. Very special value **25¢**
- FRENCH CHAMBRAYS—Plain ground of mauve, green, tan and grey, with white striped border, absolutely fast in color, 48 inches wide. Special value **50¢**
- NEW WHITE GOODS—Very fine muslin, with single and double thread checks of various sizes. Special value . . . **25¢**
- NEW WHITE GOODS—Light weight vestings with mercerized dots and stripes, large variety of patterns. Special value **35¢**

The Best Chocolates

Our Chocolates, we never tire of telling about their good qualities. Have you ever noticed how often we advertise these Chocolates? Do you think that we would waste time and money pushing an article that was without merit? We certainly would not, and we wish to impress upon the public the merit that these goods possess. Perhaps you've been buying a certain brand for years. If so, you won't change without a good reason for doing so. Our Chocolates will supply the reason for changing if you will try them. All we ask is a trial, we are assured of your candy trade after that.

Twenty-five varieties to choose from, fresh every day. Price not the least important feature by any means, per lb. only **60¢**

Pretty Colored Waists

TAILORED WAISTS, made of fine quality chambray in different colors, open front with rows of tucks down each side, the centre being piped with white, finished with pearl buttons, back finished with tucks, long sleeves with cuffs of self strapped with white, stiff white linen collar embroidered. The price of this waist is **\$2.50**

TAILORED WAISTS, made of fine Scotch Zephyrs, in white with different colored stripes, open front each side and tucks the same width down back. Long sleeves with stiff cuffs of self, stiff linen collar embroidered. The price of this waist is **\$2.50**

TAILORED WAISTS, made of plaid Zephyrs, in black and white, open front with wide tucks down each side, also tucks down back. Three-quarter sleeves with soft roll cuff, high soft collar made of self. The price of this waist is . . **\$1.25**

TAILORED WAISTS, made of white muslin, with colored stripes of a moderate width, plain open front with pleat down centre, plain back, short sleeves finished with soft cuff, stiff white linen collar embroidered. The price of this waist is **\$1.50**

New Skirts, Attractive Styles Moderately Priced

New Skirts for spring are here in profusion. There is no question but what the styles for this season are very much more attractive than usual. The changes made in the styles are quite radical, and some distinct novelties are shown for the first time. Another good feature is the extremely low prices at which you can buy the very natiest and smartest lines. We have a particularly nice assortment in the medium prices. These are a few of the styles—

STYLISH SKIRT, made of striped Panama, in plain colors, the coat is full flare with plain panel in front, a six-inch fold of self with strapping of navy blue silk runs from front to back with four buttons on **\$8.50**

HANDSOME SKIRT, made of invisible striped Venetian in plain colors. This skirt is the new polonaise effect and is finished with fold of self, trimmed with covered buttons and somewhat different model. The price **\$12.50**

SMART SKIRT, made of black voile, a pleated style, finished with rows of black satin strapping front and back, has row of large buttons running from top to bottom. This skirt is very dressy and smart. The price **\$17.50**

PRETTY SKIRT, made of good quality Panama in different colors. This skirt has plain panel down front with row of covered buttons running from top to bottom on either side, six-inch fold of self runs from front to back. This skirt is exceptional value. The price **\$6.75**

HANDSOME SKIRT, made of rich black voile. This skirt is pleated style and has eight rows of black taffeta silk strapping, making a dressy and handsome skirt. The price **\$20.00**

STRIKING SKIRT, made of fine Panama in different colors, plain front with nine-inch fold, trimmed with six rows of satin and strapped with self, a decidedly smart skirt. The price **\$15.00**

Flattens the Abdomen, Reduces the Hips

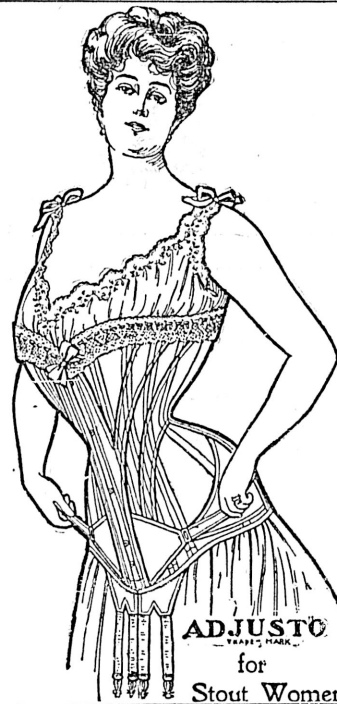
Royal Worcester Adjusto Corset

The ADJUSTO is like all other Royal Worcester Corsets—skillfully designed to fashionably shape and support the figure—but it has the added feature—abdomen adjusting bands. By tightening these bands after the Adjusto is fitted to the form, the abdomen is supported and the superfluous flesh of hips and back reduced, flattened and distributed equally, creating the flat hip effect.

The ADJUSTO is the most comfortable corset a woman can wear.

It will permanently retain its original shape.

We would be glad to show you the Adjusto.



Smart, Snappy Footwear Styles

The variety and excellence of our new style conceptions in Oxfords, Bluchers and Gibsons, make our range easily the leader. The conservative elegance of style and fine quality, no goods at our prices have more to recommend them. The range is the most complete and up-to-date on the Coast. The materials, the highest grade obtainable. The workmanship, perfect. The last and styles, scientifically designed to fit all feet. The price, right. We specially mention our \$5.00 line, which is characteristic of the whole. The line comprises—

BOOTS AND OXFORDS, in Black, Tan or Ox Blood, Kid and Calf and Patent Leather, narrow, medium round, full round and broad Orthopedic lasts, genuine Goodyear Welt soles. Every pair guaranteed **\$5.00**

We would impress on our patrons that our staff of shoe clerks are expert feet-fitters, who will be glad to show you our goods, even though you are not at present needing shoes.

Our Spring Catalogue

The latest and most complete Catalogue that we have ever issued is now being distributed. If by any chance any of our friends and patrons living out of the city do not receive a copy, we will gladly forward one on request. Thousands of satisfied customers testify to the excellent service that our Mail Order Department affords, and this season we have greatly enlarged it, insuring the best possible service and satisfaction. We would like to count you among our patrons if you are not one already.

We Solicit a Trial

Of the most complete and satisfactory Carpet Cleaner in existence. Not in any sense of the word is the

Vacuum Cleaner

An experiment or a toy. It does the work, does it thoroughly, and to your complete satisfaction. It improves the looks of your carpets by raising the pile and gives them the appearance they had when new. It adds to the life of the carpets, there being no wear and tear in this method of cleaning. Our representative is now booking orders, and would be pleased to call and estimate on any work that you have to do.

Smart Tailored Waists

TAILORED WAISTS, made of nice quality linen, laundered, open front with row of pearl buttons, and rows of fine tucks down each side, plain back with wide tucks over shoulder, long sleeves with stiff cuffs, still linen collar embroidered. Price **\$5.00**

TAILORED WAISTS, made of soft pique in a small neat design. Open front with pearl buttons, rows of tucks make the entire front, plain back, long sleeves with soft cuffs, stiff linen collar. Price **\$4.75**

TAILORED WAISTS, made of fine mercerized vesting in a striped design. Open front with pleat down centre and pearl buttons, rows of tucks on either side, plain back, long sleeves with soft cuffs, stiff linen collar. Plain **\$4.75**

TAILORED WAISTS, made of fine soft linen, open front with row of pearl buttons and stripes of different colored linen, rows of wide tucks on either side, plain back, long sleeves with stiff cuffs, strapped with material to match front, stiff collar to match. Price **\$4.50**

New Silks on Display

Very handsome and attractive are the new Spring Silks. Many entirely new ideas are shown in fancy effects, while in plain colors we have several new shades in addition to the more staple colors. We mention a few of the qualities and prices.

- FANCY STRIPED LOUISINE SILKS, in pink and white, sky and white, tan and white, brown and white. Price . . **75¢**
- PONGEE SILKS, in self colors, fawn, tan, mole, grey, reseda, Nile, myrtle, sky, turquoise, cardinal, grenat. Price . . . **75¢**
- FANCY LOUISINE SILK, handsome small, medium and large checks, very smart, in shades of brown, fancy mixed checks in large designs. Price **50¢**
- FANCY CHECKED TAFFETA, in small, medium and large checks. Price **50¢**
- NATURAL PONGEE SILK, 25 inches wide. Price **35¢**
- NEW BATAVIA SATINS, wool back, a new material just out, comes in light and dark shades. Price, 42 in. wide. **\$1.50**
- NEW BATAVIA SATINS, wool back, 44 inches wide, a full range of the newest shades just to hand. Price . . . **\$2.50**

Colored Umbrellas That are New

According to the dictates of Dame Fashion, colored silk umbrellas to match the color of your new costume are necessary to be perfectly in harmony with the prevailing style. In all the large fashion centres this idea is exceedingly popular. Already there is a good demand here, showing that in this city the women dress correctly.

- COLORS SILK UMBRELLAS, in greens, navys and browns, the very newest handles. Price **\$2.50**
- COLORS SILK UMBRELLAS, in navys, greens and browns, very handsome handles. Price **\$3.00**
- COLORS SILK UMBRELLAS, in browns, navys and greens, very smart and attractive handles. Price . . **\$3.50**

Attractive Styles in Spring Jackets

SPRING JACKET, made of herringbone weave covert cloth, twenty-eight inches long in the back, with the sides cut to a point two inches longer, semi-fitted back trimmed with straps and buttons, front and sleeves trimmed with straps and buttons, roll collar and cuffs. Price **\$12.50**

SPRING JACKET, made of fawn covert cloth, semi-fitted finished with cloth covered buttons, roll collar, and plain sleeve without cuff, finished with buttons. Price . . **\$6.75**

SPRING JACKET, made of plain fawn covert cloth, twenty-seven inches long, tight-fitting corset coat, plain coat sleeve with piping and cloth covered buttons, roll collar. Price is **\$10.00**

SPRING JACKET, made of fawn covert cloth in a pretty striped design, loose back finished with covered buttons, new patch pockets, sleeves pleated at bottom and finished with buttons, roll collar. Price **\$10.00**

New Combs and Hair Ornaments

Just in from New York, the latest novelties in Combs and Hair Ornaments. These are some of them—

- THE MANTILIA COMB, the very latest fad, plain and fancy shell. Prices, 50¢, 75¢ and **\$1.00**
- HAIR BARRETTE, in fancy shell, very wide. Prices, 50¢ and **75¢**
- THE VENUS BARRETTE, in bronze, with safety lock attachment. Price **75¢**
- SHELL RIBBON COMBS, plain and fancy. Price, 50¢ and **75¢**
- BACK COMBS, plain and fancy. Price, 50¢ and **75¢**
- JEWELLED BACK COMBS. Price 75¢, \$1.00, \$2.00 . . **\$2.50**
- CLEOPATRA HAIR PINS, in shell. Per set of three . . . **25¢**
- NEW BELTS, in a combination of elastic and leather, all shades. Price, 75¢ and **\$1.00**

New "Queen Quality" Shoes for Women

DAVID SPENCER, LTD.

New "Quite Right" Shoes for Men